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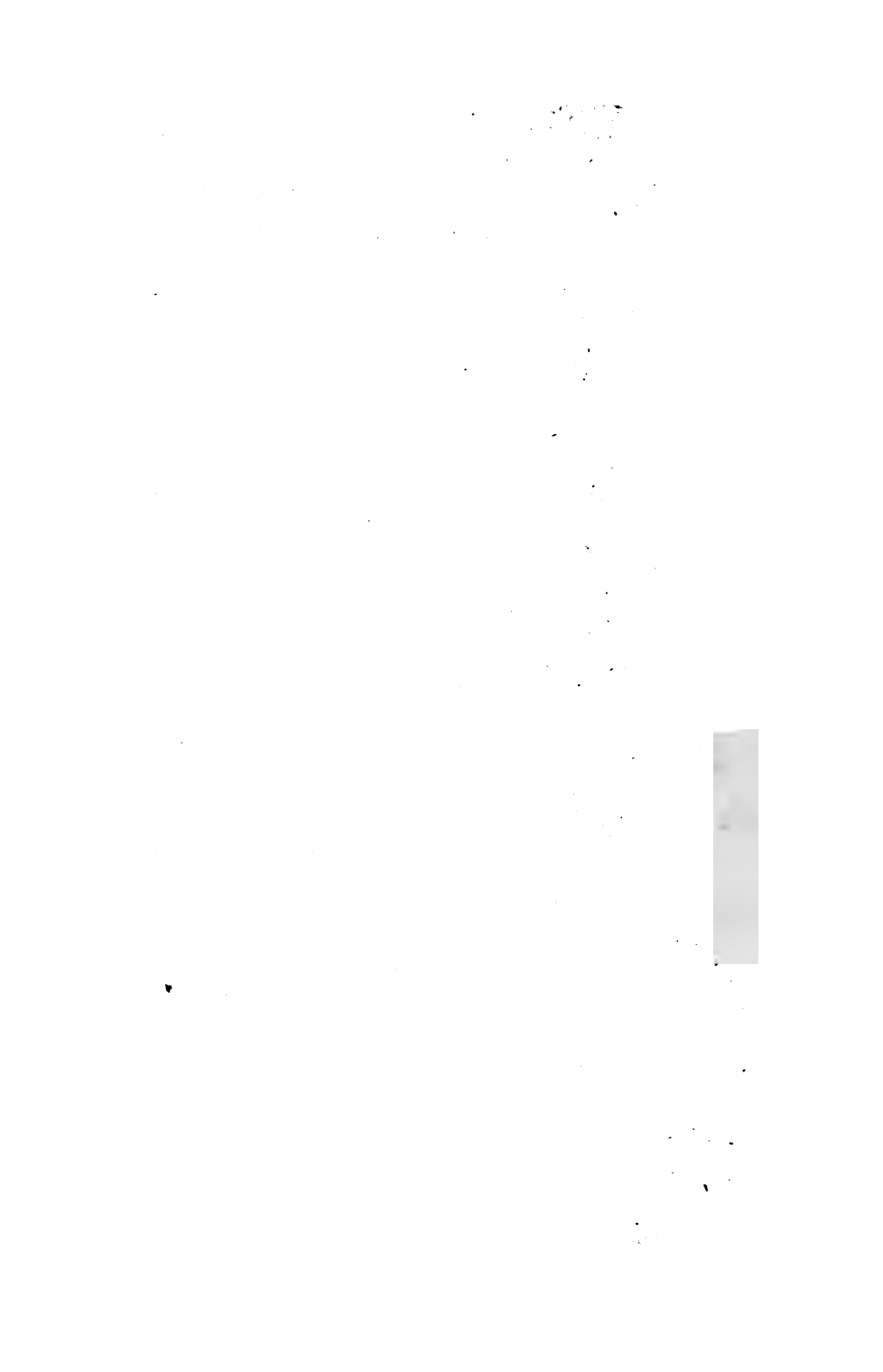
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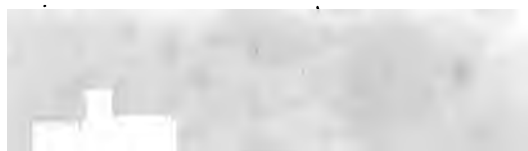
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THE

NAVAL GAZETTEER,
BIOGRAPHER,
AND
CHRONOLOGIST;

CONTAINING

A HISTORY OF THE LATE WARS,
FROM
THEIR COMMENCEMENT IN 1793 TO THEIR CONCLUSION IN 1801;
AND FROM THEIR
RE-COMMENCEMENT IN 1803 TO THEIR FINAL CONCLUSION IN 1815;
AND CONTINUED,
AS TO THE BIOGRAPHICAL PART,
TO THE PRESENT TIME.

A NEW AND IMPROVED EDITION.

COMPILED AND ARRANGED BY

J. W. NORIE,

AUTHOR OF A NEW AND COMPLETE EPITOME OF NAVIGATION, &c. &c.

London:

PRINTED FOR AND PUBLISHED BY

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PREFACE.

DURING the late eventful wars, the last edition of NAVAL CHRONOLOGIST made its appearance ; and distinguished and flattering reception which so generally and unequivocally were given to that little work would have afforded an ample and sufficient reason again bringing it before a British public ; but present proprietors, aware of the importance of subject, and stimulated by the desire of rendering an object more worthy of their patronage, and more decidedly useful to that class of the community for which it is principally designed, have spared neither pains or expence to extend its attractions, and increase its utility, by the introduction of a series of numerous and highly-interesting biographical sketches, together with a great variety of additional information, calculated to elucidate the former plan, and complete the subjects they are intended to illustrate.

With a view to these objects, the editor of this new and improved edition has continued the narration of naval occurrences to the conclusion of hostilities in

1815 ; and the biographical part to the present time ; having so arranged them, that the biographical and chronological departments shall mutually serve to explain each other ; and that the work may now, by a ready and easy mode of reference, afford a satisfactory solution to every question which can arise relative to the British navy, during the interesting and eventful periods to which they belong.

To this work then, the reader may hereafter apply, for a knowledge of the various victories and achievements, which transcend in character, importance, and effects, those of any former wars recorded in our maritime annals, since they have uniformly contributed to immortalize the superior science, able conduct, and matchless intrepidity of our British naval commanders, and eventually consolidated our far famed, and now unrivalled title to the " Empire of the Ocean."

These are subjects surely worthy of being recorded, and rescued from the destructive scythe of time ; and although this work does not pretend to rival the several historians who have handed to us their ample and more voluminous narratives, which many may choose to consult, there is no doubt a numerous, and not less meritorious class, whose humble inquiries an abridgement like this will more readily and satisfactorily supply. Indeed, for both these classes the pre-

sent

PREFACE.

sent compilation is equally well adapted ; to the former it will afford a kind of directory to names, and index to events, whenever it may be requisite to refer to them on the spur of the moment ; and to the latter it will furnish all the information they have either leisure to peruse, or desire to obtain.

The intent and object of this work being to collect together and commemorate the naval achievement of the British empire in every quarter of the globe, to record the names of its principal heroes, to exhibit a brief outline of the services of each individual, and point out the times and scenes of their most distinguished exploits, it is presumed there can be no propriety henceforward in denominating it “**NAVAL GAZETTEER, BIOGRAPHER, AND CHRONICLIST** ;” and under this appellation the publishers usher it into the world, earnestly hoping it will obtain that portion of favour which an indulgent and impartial public always liberally bestow on the exertions of those whose labours may deserve it.

But in a work requiring such unbounded information, and embracing so extended a field of research, some inaccuracies must inevitably exist, and some omissions occur ; for these, wherever they may be discovered, the editor begs leave to apologize, at the same time assuring the reader that every care and pains have been sedulously taken to avoid the former,

and that nothing but the impossibility of obtaining access to individual biography has occasioned the latter. In order to remedy such defects hereafter, the proprietors will feel grateful for the kind information of any correspondent who will take the trouble to point out whatever errors he may detect, or favour them with the names and particular services of any naval officers that may unintentionally have been omitted; such communication, *free of expence*, will be thankfully received, and diligently attended to, so far as may be consistent with the limited plan of this abridged work.

It now remains for the editor to offer his acknowledgments for the assistance he has derived from the able works of Messrs. James, Campbell, Marshall, and Gould. From the Naval History of Mr. James, the Naval Chronicle of Mr. Gould, and the London Gazettes, he has selected the several accounts of actions, captures, &c.; and to Mr. Marshall's Naval Biography, Campbell's Lives of the Admirals, and Gould's Naval Chronicle, he is principally indebted for the biographical sketches: the various articles taken from these respectable sources have been abridged with the greatest care, and with the strictest attention to accuracy.

The editor, in his humble, but laborious province, being limited in the compilation of his materials, can
only

PREFACE.

only hope to present his *narration of facts* with fidelity, conciseness, and simplicity, while he has endeavoured to exhibit all the glorious and splendid vicissitudes of the late wars, that have signalized those illustrious chiefs who have fought, bled, and died, in their country's cause. Thus composed, he trusts the present work will be a faithful record of naval transactions, a cenotaph to the manes of warriors *now no more*, a tribute of homage to the present survivors, a stimulus to the emulation of our rising youth, when they are called upon to vindicate the independence of their country, and enroll their names in proud eminence among the HOWES, the DUNCANS, JERVICES, and the NELSONS, in the temple of mortal Fame.

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ERRATA.

- Page. . 2, line 28, *for* H. Ferris *read* S. Ferris.
65, the paragraph March 13 belongs to Home Station, Page 189.
66, line 7 and 12, *for* Grieffe *read* Griesse.
71, line 4, *for* 1815 *read* 1814.
96, line 7, *for* I. O. Bland *read* L. O. Bland.
99, line 12, add "and March 20, 1815."
114, line 12 from bottom, *for* Indiamen *read* Indianman.
125, line 15 from bottom, *for* S. W. *read* S. by W.
127, line 22 from bottom, *for* H. F. Coffin *read* F. H. Coffin.
151, line 8 from bottom, *for* La Glorie *read* La Gloire.
184, November 28, *for* Tonnant *read* Ardent.
192, line 5, *for* July 28 *read* July 18.
218, line 10 from bottom, *for* July *read* February.
222, line 27, *for* Capt. H. Street *read* Capt. B. Street.
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308, line 9 from bottom, *for* Dromadaire *read* Dromedaire.
311, line 18, *for* Gran *read* Grau.
312, September 17, *for* James Rowley *read* Charles Rowley.

THE
NAVAL GAZETTEER,
&c.

PART I.

BIOGRAPHICAL SKETCHES, NAVAL
OCCURRENCES, ENGAGEMENTS, &c.

ALPHABETICALLY ARRANGED.

A.

ACRE (Siege of). See EGYPT.

AFFLECK (Admiral Phillip) was born about the year 1725, and embarked early in the service of the East India Company, which he quitted, and entered into the royal navy. In 1755 he obtained a lieutenant's commission, and an appointment to the *Ætna* bomb-ketch, in which situation he distinguished himself at the siege of Louisbourg, in 1758, under the command of Admiral Boscawen, who promoted him to the rank of master and commander. He commanded the *Grammont* of 14 guns, under Admiral Boscawen, in the action with M. de la Clue, in the Mediterranean, on the 18th of August 1759, and was made post-captain, in the *Namur* of 90 guns, in the same month. He was removed into the *Panther* of 60 guns, and was at the blockade of Pondicherry, in the winter of 1760, under Vice-Admirals Stevens and Cornish, whence he returned to England. In 1779 he commanded the *Triumph* of 74 guns, in the Channel Fleet, under Admiral Sir Charles Hardy, when it fell in with the French and Spanish combined fleets on the 31st of August. Early in 1780 he was ordered to the West Indies, to reinforce Sir George Rodney, and was in the action of the 1st of May, where he distinguished himself by his gallantry. On September 24, 1787, he was promoted to the rank of rear-adm. of the blue, and in 1790 to the chief command on the Jamaica station. On September 21, the same year, he was made rear-adm. of the white, and on February 1, 1793 vice-adm. of the blue. On April 26, 1793, he was appointed one of the Lords Commissioners of the Admiralty, and in the same year was elected vice-president of the Marine Society. On April 11, 1794, he was made vice-adm. of the white, and on the 4th of June following vice-adm. of the red; on

B

June

June 1, 1795 adm. of the blue, and on the 14th of February 1799, adm. of the white squadron.

He retired from his seat at the Admiralty Board in 1796, and never again appeared in any official situation. Universally respected, he died at Bath, on December 22, 1799.

ALEXANDRIA (*N. America*). This populous city, situated upon the beautiful river Potowmac, which divides Virginia from Maryland on the south, after its principal defence, Fort Washington, was abandoned, capitulated to a squadron of ships, commanded by Capt. J. A. Gordon, on the 29th August 1814. The ships employed on this service were the Seahorse, 38, J. A. Gordon; Euryalus, 36, Chas. Napier; Fairy, 14, H. T. Baker; Devastation (bb.), 14, Thos. Alexander; *Ætna* (bb.), Rich. Kenah; Meteor (bb.), 18, Sam. Roberts; Erebus, 18, D. Bartholomew; and Anne, dispatch-boat. The difficulties in ascending the river, which is encumbered with numerous shoals, the prevalence of contrary winds, and the increased obstacles which the enemy had prepared against the return of the ships, were only surmounted by the most determined courage and perseverance. A fleet of 21 vessels laden with stores was brought off. The loss sustained by the squadron was 7 killed and 35 wounded.

ALEXANDRIA (*Egypt*). See EGYPT.

ALGESIRAS, battle in the bay of, near Gibraltar, fought on 6th July by a British squadron under the command of Rear-Adm. Sir James Saumarez, K. B., consisting of the *Cæsar*, 80, Rear-Adm. Sir James Saumarez, K. B., Capt. J. Brenton; Spencer, 74, H. D'E. Darby; Venerable, 74, S. Hood; *Pompée*, 80, C. Sterling; and Hannibal, 74, H. Ferris, with a French squadron of 3 ships of the line and 1 frigate, commanded by Admiral Linois, supported by the batteries and gun-boats. The Hannibal, endeavouring to get between the enemy's ships and batteries, grounded, and could not be gotten off, and was therefore surrendered to the enemy. After a severe conflict of five hours, the English withdrew from the action, and retired to Gibraltar to refit. The English had 121 k. 240 w. the enemy 306 k. 184 w. See MED. STATION.

On the 12th another battle was fought by the squadron, under Rear-Adm. Sir James Saumarez, K. B. and the combined Spanish and French squadrons. The British squadron now consisted of the *Cæsar*, 80, Rear-Adm. Sir James Saumarez, K. B. Capt. J. Brenton; Spencer, 74, H. D'E. Darby; Venerable, 74, S. Hood; Superb, 74, R. G. Keats; Audacious, 74, S. Peard; Thames, 32, A. P. Holles; Calpe, 20, Hon. G. H. L. Dundas; and Louisa (bg.), 8, Lieut. Truscott. The combined force consisted of the *Real Carlos*, 112; *San Hermenegildo*, 112; *San Fernando*, 94; *Argonaut*, 80; *San Augustin*, 74; *San Antonio*, 74; *Formidable*, 80; *Indomptable*, 80; *Dessaix*, 74; and Hannibal, 74; but the last was not in the action, she having been towed back to Algesiras. To these may be added, four frigates, two armed vessels, and several gun-boats.

Of this engagement it has been observed, "Posterity will scarcely credit that a squadron of five sail of the line, which had been disabled in action five days before, in a dreadful contest under the batteries of Algesiras, could be in a condition to follow, and determined to fight, an enemy's fleet, consisting of two ships of 112 guns, one of 94, three of 80, four of 74, four frigates, &c.

"Not all the familiarity of the British navy with glorious success
—not

—not the memory of the battles of a St. Vincent or a Nelson—not the knowledge of this victory itself, can make us contemplate with tranquillity the disparity of the British force, whose commander determined, with his crippled ships and unequal numbers, to pursue the combined fleets, and to prevent their retreat under the batteries of Cadix.

“The splendour of the attempt, and its astonishing success, have not been exceeded by any of those heroic achievements which have formed and fixed the character of the British navy.”

The thanks of parliament were voted to the commander-in-chief, to the officers, and the seamen, for their promptitude, spirit, and intrepidity, in the attack. And, to the Rear-Admiral, who had also shared in the glory of Lord Rodney in his memorable victory of the 12th April 1782; of Earl St. Vincent, on the 14th February 1797; of Lord Nelson, at the mouth of the Nile, on the 1st August 1798; as well as in several other brilliant actions, his Majesty, besides other honours, has been since pleased to confer a pension of £1200 per annum, to commence from the day of victory, 12th July 1801.

AMBOYNA (Island of, in the Indian seas).—This important Dutch colony, which had been taken by a squadron commanded by Rear-Adm. P. Rainier, on the 8th March 1796, and ceded at the peace of Amiens, in 1802, surrendered once more to the British arms on the 19th February 1810. The naval force was under the command of Capt. Tucker, of the *Dover*, 38, and consisted, besides this ship, of the *Cornwallis*, 38, W. A. Montagu, and *Samarang*, 18, Rd. Spencer. Capt. Major H. Court, in the *East-India Company's* service, commanded the land forces. The islands of *Saparoua*, *Haronka*, and *Nasso Lant*, of the *Moluccas*, surrendered soon after Amboyna, to the same forces. The vessels of war and merchantmen captured and destroyed by the blockading squadron under the command of Capt. Tucker, between the 8th December 1809, and the 8th March 1810, amounted to 52.

AMERICAN STATIONS (*North & South*). Occurrences on.—1793. The first squadron on the Newfoundland station, after the commencement of hostilities, consisted of the *Stately*, 64, Vice-Adm. Sir Richard King, Bart. Capt. J. S. Smith; the *Boston*, 32, G. W. A. Courtney; *Fox*, 32, T. Drury; *Cleopatra*, 32, A. J. Ball; *Shark*, 16, S. Barker; *Pluto*, 14, J. N. Morris; *Placentia*, 14, J. Tucker; *Trepassey*, 12, J. Brenton; and *Bonetta*, 16, Graham Moore. The only ships on the Halifax station, at the same time, were, the *Hussar*, 26, Capt. Rupert George; the *Severn*, 44, P. Minchin; and the *Alligator*, 28, W. Affleck; the two latter being employed chiefly as convoy between Halifax and Quebec.

On the 14th May, Capt. Affleck, in the *Alligator*, 28, with the troops under Gen. Ogilvie, arrived off the islands of St. Pierre and Miquelon, and summoned the French commandant to surrender immediately after the landing had been effected. He surrendered at discretion. Eighteen small vessels with fish, and two American schooners, were taken in the harbour.

In the month of July, a large French W. I. fleet put into the *Chesapeake*, with convoy, and disposed of or shipped their cargoes into American vessels for France, in order to avoid the British cruisers.

The *Pluto*, Capt. Morris, of 14 guns, captured, after an action of

45 minutes, *Le Lutin*, of 16 guns, and 70 men. The *Pluto* had not one wounded.

In July, Capt. Courtney, in the *Boston*, 32, when cruising off the banks of Newfoundland, having learned that *L'Ambuscade*, French frigate, of 38 guns, and 300 men, was at anchor off Sandy-hook, proceeded for that place, and on the 31st, came in sight of her; he then hoisted French colours, when the French captain, believing it to be one of his comrades, sent off a boat with an officer, who was detained, and the boat sunk. The French commander having discovered the deception, bravely put to sea, and soon came alongside the *Boston*, when a desperate engagement ensued; and after a conflict of two hours, the two ships separated, both being dreadfully crippled. Capt. Courtney and Lieut. Butler fell by the same shot: 11 men were also killed and 37 wounded. His majesty afterwards settled a pension of £500 annuity on Captain Courtney's widow, and £50 on each of his two children.

1795, *May 17*.—The *Thetis*, 33, Hon. Capt. A. Cochrane, and *Hussar*, 28, Capt. J. P. Beresford, in cruising off the Chesapeake, to intercept some French store-ships, then lying in Hampton Road, ready for sea, discovered five sail of ships standing to the N. W.; observing the British frigates in chase, they formed the line of battle a-head, and waited to receive them. At half-past ten the English ships were within half-musket shot, when the French ships opened their fire, which was soon returned, and a close action ensued. Before eleven the *Hussar* compelled the *Commodore*, and his second a-head, to quit the line and make sail. The fire of both ships now falling on the centre ship and those in the rear, at a quarter before twelve they struck their colours, notwithstanding which, the two sternmost ships endeavoured to make off; one of which however was brought to by the *Hussar*, and proved to be *La Raison*, of 18 guns, pierced for 24. The other capture was *La Prévoyante*, of 24, but pierced for 46 guns.

This year a treaty of amity, commerce, and navigation, was ratified between Great Britain and the United States of America, in which mutual indemnifications were to be made to the subjects who had suffered by illegal captures.

1796, *May 4*.—The *Spencer* sloop, of 18 guns, Capt. R. Evans, when cruising off Bermuda, outsailed the *Bonetta* sloop. Capt. Rood, and *L'Espérance*, Capt. Rose, in company with him, and came up with *Le Volcan* corvette, of 12 guns, and 95 men, which he captured, after a brisk action of a quarter of an hour. On the same day, *L'Espérance* and *Bonetta* captured *Le Poisson Volant*, formerly his Majesty's sch. *Flying Fish*, taken in the West Indies.

August 28.—Rear Adm. Murray, in cruising off Cape Henry, gave chase to three sail of large ships. In the evening, the *Topaze*, Capt. Church, came up with the sternmost, when she struck, after discharging her broadside. She proved to be *L'Elizabeth*, of 36 guns, a merchant ship armed for war. The other vessels escaped.

A French squadron, commanded by Adm. Richery, which had been shut up in Cadiz, with the captures made from the Mediterranean convoy the preceding summer, put to sea with the Spanish fleet in the month of October, and proceeded to the coast of Newfoundland, where they mischievously plundered, burnt, and destroyed, property to a considerable amount. Adm. Richery afterwards returned to Rochelle, and thence went to join the fleet at Brest. At this time the squadron under Vice-Adm. Sir James Wallace, then commander,

commander-in-chief on this station, was dispersed on various services, nor would it collectively have been sufficiently strong to have opposed the enemy.

1797.—No event of importance occurred on the American station in the year 1797, excepting the loss of La Tribune, Capt. Scory Barker, of 44 guns, and 260 men, in the month of November. She struck on a rock, and sunk close to the southward of the entrance into Herring Cove, near Halifax. Four of her crew escaped in the jolly boat, and eight were preserved by the skill and courage of a boy, but thirteen years of age, who first ventured out in a small skiff, and set an example which was soon followed. Except these, all the officers and the rest of the crew were swallowed up in the deep.

1798.—The Rover sloop of war was lost in a gale of wind in the Gulf of St. Lawrence; Capt. G. Irwin and the crew were saved.

May 25.—De Braak, of 14 guns, Capt. J. Drew, working into the Delaware River, upset in a heavy squall of wind. The captain and 34 of the crew perished.

June 21.—The Princess Royal packet, Capt. J. Skinner, with the mail on board for New York, with great gallantry, for two hours, engaged L'Avanture, of Bourdeaux, carrying 16 guns, and 85 men, when the Frenchman, much disabled, took to his sweeps and made off. The Princess Royal had but 6 guns mounted, and 49 people on board, including passengers and boys.

In consequence of Captain Loring, in the Carnatic, having stopped and searched an American vessel of war, the President of the United States issued an order to resist by force every attempt of the like nature.

1798.—This year Adm. Vandeput commanded the squadron on the Halifax station, where the cruisers were actively employed in protecting the trade. Several attempts were made to destroy the dock-yard at Halifax by fire, all of which fortunately failed.

1800.—In June, Vice-Adm. Sir Wm. Parker arrived, and took the command on the Halifax Station. Several privateers this year were fitted out by the merchants and traders in Nova Scotia, which proved very successful, particularly the bg. Rover, Capt. Godfrey, of 14 guns and 55 men.

1801.—The Cleopatra and Andromache, frigates, Capts. Israel Pellew and R. Lawrie, when cruising off Cuba, attempted with their boats to cut out a convoy of Spanish vessels, which were at anchor in Levita Bay, protected by three large gun vessels. The enemy, as the boats drew near, prepared for the attack, and discharged a tremendous volley of grape and langrage, notwithstanding which, the boats pushed on, and carried one of the galleys. But, being at length nearly destroyed, the assailants were compelled to retreat to their ships. The loss sustained was Mr. Taylor, first lieutenant of the Cleopatra, 2 midshipmen of the Andromache, and 9 seamen killed, 1 midshipman, and 16 men wounded.

1805, February 17.—Capt. Sir Robt. Lawrie, of the Cleopatra, 32, brought to and sustained a most severe action with the French frigate La Ville de Milan, of 46 guns and 350 men. The Cleopatra had only 199 men, and though there was this disparity in size of the ships, complement of men, and weight of metal, the action lasted more than three hours before the Cleopatra surrendered. A long chase had preceded it, which was occasioned by the Ville de Milan having dispatches for France, with orders not to speak any thing

45 minutes, *Le Lutin*, of 16 guns, and 70 men. not one wounded.

In July, Capt. Courtney, in the *Boston*, 32, w the banks of Newfoundland, having learned that French frigate, of 38 guns, and 300 men, was at at hook, proceeded for that place, and on the 31st, c her; he then hoisted French colours, when the Fre lieving it to be one of his comrades, sent off a boat who was detained, and the boat sunk. The French ving discovered the deception, bravely put to sea alongside the *Boston*, when a desperate engageme after a conflict of two hours, the two ships separa dreadfully crippled. Capt. Courtney and Lieut. B same shot: 11 men were also killed and 37 wounde afterwards settled a pension of £500 annuity on Cap widow, and £50 on each of his two children.

1795, *May 17*.—The *Thetis*, 38, Hon. Capt. A. Hussar, 28, Capt. J. P. Beresford, in cruising off to intercept some French store-ships, then lying in ready for sea, discovered five sail of ships standing observing the British frigates in chase, they formed the a-head, and waited to receive them. At half-pa lish ships were within half-musket shot, when th opened their fire, which was soon returned, and a cl ed. Before eleven the Hussar compelled the Com second a-head, to quit the line and make sail. ships now falling on the centre ship and those in quarter before twelve they struck their colours, which, the two sternmost ships endeavoured to n which however was brought to by the Hussar, and *Raison*, of 18 guns, pierced for 24. The other capti *voyante*, of 24, but pierced for 46 guns.

This year a treaty of amity, commerce, and ratified between Great Britain and the United State which mutual indemnifications were to be made to had suffered by illegal captures.

1796, *May 4*.—The *Spencer* sloop, of 18 guns, when cruising off Bermuda, outsailed the *Bonetta* and *L'Espérance*, Capt. Rose, in company with hi with *Le Volcan* corvette, of 12 guns, and 95 men, tured, after a brisk action of a quarter of an hot day, *L'Espérance* and *Bonetta* captured *Le* formerly his Majesty's sch. *Flying Fish*, taken in t

August 28.—Rear Adm. Murray, in cruising o gave chase to three sail of large ships. In the eveni Capt. Church, came up with the sternmost, when discharging her broadside. She proved to be *L'E* guns, a merchant ship armed for war. The other

A French squadron, commanded by Adm. Rich been shut up in Cadiz, with the captures made from near convoy the preceding summer, put to sea with in the month of October, and proceeded to the coa land, where they mischievously plundered, burnt, property to a considerable amount. Adm. Richery turned to Rochelle, and thence went to join the fle this time the squadron under Vice-Adm. Sir Jame

...and wings in the
...was soon followed. ...in a small
...except there,
...the crow were swallowed up in the
...in a gale of wind in the
...the crow were saved.
...Cape J. Drew
...a heavy squall of rain
...and
...from 7.

...of wind in the crew were saved. Capt. J. Drew, working into a heavy squall of wind. The captain from land pocket, Capt. J. Skinner, with great gallantry, for two hours, carrying 16 guns, and 85 men, and his ship took to his sweeps and made his way and boys.

...in the Car...
...of war...
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the Vendeput commanded the squadron on
several attempts were actively employed in
to destroy all of which were made to destroy the
the ship. Sir Wm. Parker failed.
the ship. Several attempts were made to destroy the
the ship. Several attempts were made to destroy the

Several privateers this year
in Nova Scotia, which
the big Rover, Capt. Godfrey,
and Andromache, frigates, Capt. Israel
then cruising off Cuba, attempted with
of Spanish vessels, which were at anchor
by three large gun vessels. The
prepared for the attack. The
sloop and launch
carried

and language, notwithstanding which, the enemy, being at a disadvantage, were compelled to retreat to the anchorage.

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thing during the passage, which she endeavoured to obey. The Cleopatra, however, having got within about a cable's length of the enemy, luffed close to the wind, and gave her two broadsides, which was returned, and a warm action commenced. About five, having shot away his main-top-sail yard, the Cleopatra forged a-head, although the mizen-top-sail was squared, and both jibstay and halliards gone, with neither fore nor main clue-garnets left to haul the courses up, the running rigging cut to pieces, so as to render it impossible to either shorten or back a sail, and both main and spring stays shot away, the mainmast only supported by the storm staysail-stay; Sir Robert was induced to cross the enemy's bow, and by hauling up, to have raked him, instead of exposing the Cleopatra's stern to the fire of 25 pieces of cannon from his broadside; but in this attempt a shot struck the wheel, the broken spokes of which became jammed against the deck. The Cleopatra thus rendered ungovernable, the enemy, with the wind upon his quarter, gave her the stem, running his head and bowsprit over her quarter deck, just abaft the main rigging, and under cover of a very heavy fire, attempted to board her, but was bravely repulsed. The Cleopatra exchanged a few musketry with him; but his great advantage in height, and superior numbers, as well as by his musketoons in the tops, cleared her decks, and in at her ports, most of her sails laying shivering, or partly a-back, and borne down by so heavy a ship (having been intended for a 74), going almost before the wind, and much sea running, appearing to cut her asunder at every send, Sir Robert saw no prospect of saving the Cleopatra, or the lives of the numerous wounded that were then below; but on the suggestion of the first lieutenant, an attempt was made to hoist the fore-topmast-staysail, and the spritsail-topsail was directed to be set also, in the execution of which orders, every man was knocked down by the musketry and other small shot as they made their appearance. At a quarter past five, they succeeded in boarding, and the Cleopatra was compelled to surrender. More gallantry and bravery could not have been displayed by both officers and men of so young a ship's company, many being under twenty years of age, and only three marines, who had not joined that corps more than two weeks before they were embarked. The Cleopatra had 22 killed and 38 wounded.

February 25.—Capt. Talbot of the *Leander*, 50, recaptured the Cleopatra; and her conqueror, *La Ville de Milan*, was in her turn captured without firing a shot. It then appeared that Monsieur Reynaud, the captain of this ship, had been killed by the last shot fired from the Cleopatra. The French officers spoke highly in praise of Sir Robt. Lawrie's perseverance in so long a chase, and of his brave conduct, and that of his officers and men, in so severe an action. They even acknowledged, that had not the Cleopatra forged a-head of *La Ville de Milan* in the latter part of the action, she must have surrendered to the Cleopatra.

July 3.—The *Cambrian*, 38, J. P. Beresford, after a chase of twenty-two hours, captured the *Matilda*, French privateer, of 20 guns and 95 men. On the 6th, Lieut. Pigot, in this captured privateer, made the river St. Mary's, where he had information of two ships and a schooner. On the 7th, he proceeded twelve miles up a narrow river, through a continual fire of the militia and riflemen, until he got within shot of a ship, brig, and schooner, lashed in a line across the river. He engaged them for an hour; the schooner grounded; he had recourse to his boats, and after an obstinate resistance,

sistance, carried the ship. He then obliged the men to quit the brig and schooner, and took possession of them ; after which, he turned his fire on the militia, about one hundred, and a field-piece, who were completely routed. Lieut. Pigot received two wounds in the head by musket balls, and one in the leg. Lieut. Musterman, of the marines, who most ably seconded him, wonderfully escaped unhurt, though his clothes were shot through and through. The ship was the *Golden Grove*, and the brig the *Ceres* of London, taken by a Spanish priv. of 6 guns and 70 men, two months before. The enemy had armed the ship with 8 guns, 6 swivels, and 50 men ; the brig was defended by swivels and small arms. The British had two men killed and 13 wounded ; the Spaniards 25 seamen, with 5 Americans killed, and 22 wounded.

1806, *September 9*.—Capt. Honeyman, of the *Leda*, 38, drove on shore, near Monte Video, a spanish priv. and sent the cutter, pinnace, and launch, to bring her off or destroy her. Lieut. Parker, in the cutter, boarded her, and found her pierced for 14 guns ; but she had none on board, and was deserted by her crew. Finding it impossible, from the rough sea and state of the vessel, to accomplish his object, he cut her cable, that she might drift further in amongst the breakers.

September 14.—The *Belleisle*, 80, W. Hargood, being off Cape Henry, in company with the *Bellona*, 74, J. E. Douglas, and *McLampus*, 36, Step. Poyntz, in endeavouring to join Rear-Adm. Sir R. Strachan, discovered a line-of-battle ship to leeward, under juremasts, standing in for the Chesapeake, to which chase was immediately given ; and on taking possession of her, she proved to be *L'Impetueux*, of 74 guns and 670 men, one of the squadron which had been cruising under Rear-Adm. Willeaumez, having separated from him and four more sail of the line in a heavy gale, wherein she lost all her masts, her bowsprit, and rudder. About noon, perceiving two suspicious vessels in the offing, Capt. Hargood got under weigh with the *Bellona*, directing Capt. Poyntz to receive the crew of *L'Impetueux*, and set fire to her, which he effected.

1807, *February 3*.—Monte Video surrendered to the British force. See MONTE VIDEO.

1809, *February 10*.—Capt. Scott, of the *Horatio*, 38, with the *Driver* (sp.), 16, Chas. Claridge, under his orders, had a most desperate action with a French frigate. At three quarters past twelve, the contest began ; in a short time, the first lieutenant, Manley Hall Dixon, was badly wounded, and soon afterwards the captain. The succeeding lieutenant, the Hon. Geo. Douglas, fought the ship through the action in gallant style. It continued about an hour and thirty-five minutes, when the *Latona*, 38, H. Pigot, hove in sight, and exchanged a few shot with the enemy, who immediately brought to on the larboard tack, and every mast went by the board. She proved to be *La Junon*, of 44 guns and 323 men. Her loss in killed and wounded amounted to 130 men. Her captain expired soon after the action. The *Horatio* had 7 killed and 26 wounded ; the *Latona* 6 wounded, and the *Driver* 1.

August 6.—After a chase of eighteen hours, at twenty-five minutes past nine, a. m. Capt. Mounsey, of the *Bonne Citoyenne* (slp.), 18, commenced an action with a French frigate, which, for the undaunted courage displayed, as well as for the slaughter and damage that ensued, is almost unexampled and incredible. It continued, with unabated fury, until sixteen minutes past four, p. m. when

when Capt. Mounsey's powder being nearly all expended, he determined to carry his opponent by boarding with all hands, when, at the instant of laying her aboard, she struck her colours. Thus ended a conflict most obstinately maintained for six hours and fifty minutes, during which the enemy fired more than seventy broadsides, whilst the sloop, not less sparing, discharged one hundred and thirty-nine, alternately from the starboard and larboard sides. She proved to be *La Furieuse*, a French frigate of the largest class, that escaped from the Saints, on the 1st April, commanded by Capt. Le Marant Ker Daniel, pierced for 43 guns, but having only 20 mounted, forty soldiers at small arms, her full proportion of officers, and a complement of 200 men, besides a colonel, two lieutenants, and a detachment of the 66th regiment of the line; partly loaded with sugar and coffee, and sailed from Basse Terre, the 14th June, bound to France. She was reduced to a perfect wreck, having fourteen shot-holes between wind and water, and five feet water in her hold. She had 35 killed and 36 wounded.

The sloop was likewise a mere wreck, and it was with the greatest exertions that they both got into Halifax. The sloop had only 1 killed and 5 wounded, which Capt. Mounsey attributed to the lowness of the *Bonne Citoyenne*'s hull, and being so close under the enemy's guns.

1811, *May 16*.—Capt. A. B. Bingham, of the sloop *Little Belt*, 14, when cruising between Capes Henry and Hatteras, was attacked by the United States frigate the *President*, of 44 guns, Commodore Rogers, who, after a close action of three quarters of an hour, made sail from him, giving no reason for his most extraordinary conduct. About eight o'clock the following morning he bore up and hailed, and offered to send a boat on board, which was assented to. Accordingly one came with a message from the Commodore, purporting that he lamented much the unfortunate affair that had happened, and that, had he known the inferiority of Capt. Bingham's force, he should not have fired at him. Upon being asked his motives by the latter for firing at all, his reply was, that the first gun was fired at him, which Capt. Bingham asserted was positively not the case. Capt. Bingham had cautioned both the officers and men to be particularly careful, and not suffer any more than one man to be at each gun; nor is it probable, that a sloop of war, within pistol-shot of a large 44-gun frigate, should commence hostilities. He offered Capt. Bingham every assistance he stood in need of, and submitted to him that he had better put into one of the ports of the United States, which he declined. The *Little Belt* had 9 killed and 23 wounded, most of them, apprehended by Capt. Bingham, mortally.

1812, *August 19*.—The *Guerriere*, 38, J. R. Dacres, had a close and severe action of near two hours, with the American frigate *Constitution*, of very superior force, both in guns and men (of the latter almost double), when the *Guerriere*, being totally dismasted, she rolled so deep as to render all further efforts at the guns unavailing, and it became a duty to spare the lives of the remaining part of her valuable crew, by hauling down her colours. The masts fell over the side from which she was about to be engaged, in a very favourable position for raking by the enemy. A few hours after she was in possession of the *Constitution*, it was found impossible to keep her above water; she was therefore set fire to and abandoned, a satisfactory proof of her being defended to the last extremity. Though
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the great disparity of force in favour of the Constitution was calculated to ensure such an issue to the unequal contest. yet the brave Capt. Dacres, no doubt esteeming British skill, gallantry, and prowess, sufficient to compensate for his ship's inferiority in other respects, ascribes the loss of her merely to the early fall of the mizen-mast, which enabled his opponent to choose his position.

The Guerriere had 15 killed and 63 wounded : amongst the former were the second lieutenant, H. Ready ; W. White, captain of the fore-castle ; and G. Griffiths, quarter gunner : amongst the latter were Capt. Dacres ; first lieutenant, B. Kent ; and R. Scott, master. None of the officers quitted the deck till the firing ceased.

The Constitution mounted 30 twenty-four pounders on her main deck, and 24 thirty-two and 2 eighteen pounders on her upper deck, and had 476 men. Her loss 9 killed and 11 wounded.

The unfortunate loss of the Guerriere's masts, the absence of the third lieutenant, second lieutenant of marines, three midshipmen, and twenty-four men, reducing the crew to 244 men and 19 boys, on coming into action ; the advantage of the enemy, from his marines and riflemen, in close action, and his superior sailing enabling him to choose his position, will altogether distinguish the defence of the Guerriere as brilliant as any upon record, and worthy of a conspicuous place in the page of our naval annals. Capt. Dacres, in his letter, stated the conduct of Capt. Hull and his officers to be that of a brave, humane, and kind enemy.

October 18.—After a most gallant resistance of fifty minutes, the Frolic (bg.), 18, Tho. Whinyates, was captured by the American sloop of war Wasp, of 20 guns. The Frolic had, the day before, with the homeward-bound fleet under convoy, from the bay of Honduras, encountered a most violent gale of wind, in which she carried away her main-yard, lost her topsails, and sprung the main-topmast. She was repairing these damages, when the enemy made his appearance, and the unfortunate result of the contest might naturally be anticipated from the disabled state of the ship. About ten o'clock the battle began. The superior fire of the Frolic's guns, at the onset, encouraged the expectation of a speedy and favourable result, but the gaff and head-braces being shot away, and no sail on the mainmast, the brig became unmanageable, and the enemy succeeded in taking a position to rake her, while she was unable to bring a gun to bear. After lying some time exposed to a most destructive fire, she fell with the bowsprit betwixt the enemy's main and mizen rigging, still unable to return his fire. At length he boarded, and made himself master of the brig, every officer being wounded, and the greater part of the men killed or wounded, not twenty remaining unhurt.

The Wasp was taken, and the Frolic recaptured, the same afternoon, by the Poitiers, 74, Sir J. P. Beresford, who esteemed the conduct of Capt. Whinyates to have been so decidedly gallant, that he continued him in the command of the Frolic.

December 29.—Capt. Lambert, of the Java, 36, being off St. Salvador (coast of Brazil), fell in with the American frigate Constitution, Commodore Bainbridge, when a most severe and sanguinary action ensued, which lasted from ten minutes past two, *p. m.* with the intermission of an hour, till fifty minutes past five. From the commencement of the action, the Constitution endeavoured to avoid close quarters, in which he succeeded by firing high and disabling the masts, shooting away the head of the Java's bowsprit with the jib-

broom,

boom, and cutting away the running rigging so much as to deprive her of the power of preserving the weather-gage. At five minutes past three, the enemy's fire became so extremely heavy, that Capt. Lambert ordered the ship to be laid on-board, in which he would have succeeded had not the foremast been shot away at this moment, the remains of the bowsprit passing over the taffrail, followed by the fall of the main-topmast, left the ship totally unmanageable, with most of her starboard guns covered with the wreck, and thus rendered useless. At half-past three the gallant captain received a mortal wound in the breast, and was carried below. From this time not more than two or three guns could be fired until a quarter past four, when the mizen-mast was shot away; the ship then fell off a little, many of the starboard guns were brought to bear, and the enemy's rigging was so much cut that he could not avoid shooting a-head, which brought the two ships fairly broadside and broadside. The main-yard of the Java went in the slings, and both ships were engaged in this manner till thirty-five minutes past four, the Java being frequently on fire, in consequence of the wreck on the side engaged. The Constitution now made sail a-head out of gun-shot, where she remained an hour repairing her damages. The Java, being an unmanageable wreck, with only a tottering main-mast left, every exertion was made during this interval to enable the ship to renew the action. The wreck of the masts was cleared from the guns; a sail was set on the stumps of the foremast and bowsprit, the weather-half of the main-yard remaining aloft, the main-tack was got forward in the hope of putting the ship before the wind, the helm being still perfect; but this effort was rendered ineffectual from the main-mast falling over the side (owing to the heavy rolling of the ship), which nearly covered the whole of the starboard guns. The Constitution now stood towards the Java, and was taking a position to rake her, without a possibility of returning her fire, when, upon a consultation with the officers, by the first lieutenant, Chads, who fought the ship after the captain was carried below, it was thought not justifiable, in her then state, with a great part of her crew killed and wounded, to sacrifice the lives of those remaining; therefore the colours were lowered from the stump of the mizen-mast. Com. Bainbridge, after ascertaining the condition of the ship, resolved on burning her, which was accordingly done.

The Java had 124 killed and wounded. The Constitution also suffered severely, both in her rigging and men, having her fore and mizen-masts, main-topmast, both fore and main-topsail yards, spanker-boom, gaff, and trysail-mast, badly shot, and the greatest part of the standing rigging very much damaged. She had 56 killed and wounded; amongst the latter were the commodore and first-lieutenant.

The obstinacy and duration of this contest cannot surprise, when it is considered that it was in fact British skill and courage opposed to the stamina of the same qualities, though in an American bottom; nor will the issue be thought to have tarnished the British flag, or afforded much cause of triumph to that of America, upon a statement of the comparative force of the two ships. The Java had in weight of metal 1034lb. the Constitution 1524lb.; the Java's crew and supernumeraries amounted to 377, the Constitution 490! The brave Capt. Lambert died of his wounds on the 24th January, at St. Salvador, Brazil. He was interred with military honours in Fort St. Pedro, and every respect was shewn on the occasion.

cession by his Excellency the Conde Des Armas (governor) and the Portuguese in general.

1813, February 21.—The Peacock (bg.), 18, Wm. Peake, had a severe action with the U. S. ship *Hornet*, of 39 guns. There having been no official account published of this contest, the following particulars are taken from the *Naval Chronicle*, vol. 34, p. 132.—The superiority on the American side was, in weight of metal and in number of men, as three to two; in size of vessel as five to four. The Americans acknowledged only 5 killed and wounded, and state our loss to have been 36, including some that went down in the brig at the close of the action. Never was there a finer specimen of marine gunnery, than the Americans displayed on this occasion.

April 28.—Admiral Sir J. B. Warren having directed Rear-Adm. Cockburn to take under his orders the *Maidstone*, *Fantome*, *Mohawk*, *Highflyer*, and three prize armed schooners, and destroy the foundries, stores, and public works at the head of the Chesapeake, by penetrating the river, a detachment was selected for this service, composed of 150 seamen and 300 marines, together with a few artillerymen, under Lieut. Robertson of that corps. When arrived at the entrance of Elk river, the Rear-Adm. sent a detachment of 150 marines, under Capt. Wybourn and Carter, and 5 artillerymen under Lieut. Robertson, in the boats of the squadron; the whole under the immediate direction of Lieut. G. A. Westphall, to take and destroy some stores at Frenchtown upon the river Elk. On the 28th, having approached the place, a heavy fire from a six-gun battery was opened upon the boats, which however being well returned, and the marines in the act of disembarking, the Americans quitted their battery, and left the town and stores to their fate. The whole of the latter, therefore, consisting of much flour, a large quantity of army clothing, cavalry equipments, with various kinds of merchandise, were set fire to and consumed. On the 3d May, the same party, under the command of Capt. Lawrence of the *Fantome*, proceeded to Havre de Grace, at the entrance of the Susquehanna river. A warm fire was opened upon the place, which was smartly returned for a short time by a battery recently erected, which however was abandoned on the marines beginning to land on the left. Lieut. Westphall, with his boat's crew, turned the guns of the battery upon the Americans, which soon obliged them to retreat, and the marines having by this time landed, the fugitives were closely pursued through the town into the neighbouring woods, firing as they fled from behind the houses, walls, trees, &c. Whilst leading the pursuit, the brave Lieut. Westphall was shot through the hand, but this did not prevent him, with his remaining hand, from making prisoner and bringing in a captain of their militia. After setting fire to some of the houses, the Admiral embarked in the boats the guns from the battery, and then proceeded to a cannon-foundry about three or four miles to the northward of Havre, called the *Ceill* or *Principis* foundry, one of the most valuable works of the kind in America, the destruction of which he completely effected, and disabled 45 guns, which he found there. A division of boats, which had been sent up the Susquehanna, returned, after destroying five vessels, and a large store of flour. After being twenty-two hours in constant exertion, without nourishment of any kind, in the interior of the enemy's country, on his high road between Baltimore and Philadelphia, frequently opposed to superior force, in difficult and unknown navigation, the whole division re-embarked.

and returned to the ships with only one man wounded. The distinguished ability and gallantry of Rear-Adm. Cockburn in this service, was most zealously and bravely seconded by Capts. Burdett, Lawrence, Byng; Lieuts. Westphall, Alexander, Reed, Robertson, and the other officers and men.

The Rear-Adm. proceeded with his squadron, on the 6th May, towards Georgetown, and Frederickstown, situated upon the Sasafra river. A small boat, with two of the inhabitants, was intercepted; they were sent forward to warn their countrymen against following the example of Havre de Grace, and to threaten that if they did, their towns would meet with the same fate. This caution not having the desired effect, the squadron being fired upon, the towns were destroyed, excepting the houses of those who had continued peaceably in them. This severe lesson caused another small town and Charleston, who sent deputations, to say that neither guns nor militia should be suffered amongst them, which resolution was adopted by the other places at the head of the Chesapeake. In this expedition only five men were wounded.

June 1.—The Shannon, 38, P. B. V. Broke, being close in with Boston Lighthouse, the United States frigate Chesapeake came out of the harbour to engage her. Capt. Broke took a position between Cape Ann and Cape Cod, and then hove-to for the enemy, who came down in a very handsome manner, with three American ensigns flying; when closing with the Shannon, he sent down his royal-yards. At half past five, *p. m.* the enemy hauled up within hail on the starboard side of the Shannon, and the battle began, both ships steering full under the topsails; after exchanging two or three broadsides, the enemy's ship fell on board of the Shannon, her mizen channel locking in with her fore-rigging. Capt. Broke observing that the enemy were flinching from their guns, gave orders to prepare for boarding. The gallant band appointed to that service immediately rushed in, under their respective officers, upon the enemy's decks, driving every thing before them with irresistible fury. The enemy made a desperate but disorderly resistance. The firing continued at all the gangways, and between the tops; but in two minutes' time they were driven, sword in hand, from every post: the American flag was hauled down, and the British union floated triumphant over it. In another minute they ceased firing from below, and called for quarter. The whole of this service was performed in fifteen minutes from the commencement of the action. Mr. Watt, the first lieutenant, was slain in the moment of victory, and in the act of hoisting the British colours. Mr. Aldham, the purser, who had spiritedly volunteered the charge of a party of small-arms men, was killed at his post on the gangway. The captain's faithful old clerk, Mr. Dunn, was shot by his side. The veteran old boatswain, Mr. Stephens, who had served under Lord Rodney on the 12th of April 1782, lost an eye. Mr. Samwell, a midshipman of much merit, was the only officer wounded, besides the captain.

In such an action, the brilliant feats of individual prowess are merged in the refulgent blaze of collective heroism. When the ships' yard-arms were locked together, Mr. Cosnahan, who commanded in the main-top, finding himself sheltered from the enemy by the foot of the top-sail, lay out on the main-yard to fire upon them, and shot three men in that situation. Mr. Smith, who commanded in the fore-top, stormed that of the enemy from the fore-yard-arm, and destroyed all the Americans remaining in it. Capt. Broke having received a

severe

severe sabre wound at the onset, whilst charging a party of the enemy, who had rallied on their fore-castle, was only capable of giving command till assured his conquest was complete, and then directed Lieut. Wallis to take charge of the Shannon, and secure the prisoners. The third Lieutenant, Mr. Falknor (who had so gallantly headed the main-deck boarders), was put in charge of the prize. The captain in his letter, says—"No expressions I can make use of can do justice to the merits of my valiant officers and crew; the calm courage they displayed during the cannonade, and the tremendous precision of their fire, could only be equalled by the ardour with which they rushed to the assault." The loss of the enemy was about 70 killed and 100 wounded. Among the former were the three lieutenants, a lieutenant of marines, the master, and many other officers. Capt. Lawrence died soon afterwards of his wounds. The enemy came into action with a complement of 450 men; the Shannon, having picked up some recaptured seamen, had 330.

The Chesapeake is a fine frigate, and mounted 49 guns, eighteens on her main-deck, two-and-thirties on her quarter-deck and fore-castle. Both ships came out of action in the most beautiful order, their rigging appearing as perfect as if they had only been exchanging a salute.

June 22.—An attack was made on Craney Island in Hampton Roads, by the squadron under the command of Adm. Sir J. B. Warten, and the troops commanded by Quartermaster Sydney Beckwith. The object was to enable the light ships and vessels to proceed up the narrow channel towards Norfolk, to transport the troops over on that side, for them to attack the new fort and lines, in the rear of which the Constellation frigate was anchored. The island was however too strongly fortified, and the troops re-embarked. 81 were killed, wounded, and missing.

June 26.—The enemy in town and camp at Hampton were surprised, and defeated with great loss, by the land troops and marines under the command of Quartermaster-Gen. Sydney Beckwith, and the ships under that of Rear-Adm. Cockburn.

September 5.—The Boxer (g. b.), 14, Sam. Blyth, had a severe action with the U. S. brig Enterprize, 16, Lieut. W. Burrows. It took place off Penguin Point, near Portland, on the eastern station, in the United States. Capt. Blyth, just previous to the commencement of the action, ordered his flag to be nailed to the mast. He then shortly harangued his crew, telling them *it should never be struck whilst he had life*, and that he trusted they would resolve to take the enemy, or go with him to the bottom! He was answered by three cheers. In the very first broadside an eighteen-pound shot passed through his body, and shattered his left arm. The action commenced at twenty minutes after three, *p. m.* and terminated in the surrender of the Boxer, about four, *p. m.* She had 21 killed and wounded; the Enterprize 14. Her commander, Lieut. Burrows, fell about the same time as Capt. Blyth, by a musket-ball, which terminated his existence in eight hours. They were both interred in adjoining graves, in Portland, on the 7th of September, with the greatest public honours. The following estimates of the relative forces of the two vessels was deemed tolerably correct, by a private source, as no British official account appeared of this action. The Boxer had in weight of metal 114lb.; men, 100; and boys, 64; measurement, 160 tons. The Enterprize had in weight of metal 136lb.; men, 130; and boys, 220 tons.

From

From this great superiority on the American side, no other result could be reasonably expected. The death of the captain in the very outset of the engagement, the loss of the main-topmast almost immediately afterwards, and the want of officers fully competent to second the wishes of their fallen chief, were untoward circumstances, even had the number opposed to them been less than double that of the Boxer's crew.

1814, *March 28.*—Capt. Hillyar of the *Phœbe*, 36, the *Cherub*, 18, Capt. Tucker, in company, after nearly five weeks vigilant search in the Pacific Ocean, and six weeks still more anxious look-out for the *Essex* and her companion, a corvette, who had taken shelter in the port of Valparaiso, saw the former under way, and immediately made sail to close with her. On rounding the outer point of the bay, and hauling her wind, for the purpose of endeavouring to weather the *Phœbe* and *Cherub*, and make her escape, she lost her main-topmast; and afterwards, not succeeding in an effort to regain the limits of the port, bore up, and anchored so near the shore, as to preclude the possibility of passing a-head of her without risk. As the ships drew near to her, a distant firing commenced, and was continued for about ten minutes, which then ceased, and was afterwards renewed with no visible effect, the wind blowing very fresh, and the *Phœbe* losing the use of her mainsail, jib, and main-stay. On closing the *Essex*, at thirty-five minutes past five, the firing recommenced, and the *Essex* having cut her cable, a serious conflict ensued, until twenty minutes past six, when the *Essex* struck her colours. Capt. Tucker was severely wounded at the commencement of the action; but remained on deck until its termination, using every exertion against the baffling winds and occasional calms, which followed the heavy firing, to close near the enemy. The *Cherub's* first Lieutenant, Ingram, fell early in the action, a great loss to the service. Including him, 5 were killed and 10 wounded. The *Essex*, Capt. Porter, carried 40 thirty-two pound carronades, and 6 long guns. The number of her crew previous to the action, and killed and wounded after it, could not be ascertained, no ship's book being found on board, several making their escape on shore, and many being drowned in the attempt. Capt. Porter said, that he had upwards of 260 victualled; the prisoners, including 42 wounded, amounted to 161, and 23 were found dead on her decks.

April 8.—The boats of *La Hogue*, 74, Hon. T. B. Capel; *Maidstone*, 32, G. Burdett; *Endymion*, 40, H. Hope; and *Borer* (sp.), R. Coote, under the direction of Capt. Coote, took or destroyed twenty-seven vessels in Connecticut river, their burthen exceeding five thousand tons, three of them being large privateers, completely equipped, and ready to put to sea. They also destroyed a number of boats, and a large quantity of naval stores. This service, so injurious to the enemy, performed in the teeth of their troops, batteries, and armed boats, only caused the British a loss of 2 men killed and 2 wounded.

April 20.—The *Orpheus*, 36, H. Pigot, after a chase of sixty miles, captured, off the point of Matanzas in Cuba, the U. S. ship *Proserpine*, 22, Capt. J. Bainbridge. Before she struck, she threw all her guns overboard, and continued throwing also her shot, small arms, &c. until taken possession of.

April 28.—The *Epervier* (bg.), 18, W. Wales, was captured by the American sloop *Peacock*, 22. The *Epervier*, when she left Halifax in the March preceding, had the worst crew of any ship on

on the station—they were principally invalids from the hospital. With a crew of such quality, she victualled only 94 on leaving Halifax, and had in the action with the *Peacock* 98, or thereabouts. The *Peacock* was a far superior vessel in every respect to her opponent; her crew were, as usual, picked men and volunteers, and her commander and officers generally enterprising and skilful. The action lasted about forty-five minutes, and our loss in killed and wounded was stated at 23; the enemy had only two slightly wounded. The superiority on the American side was in weight of metal as seven to four; in men ditto; in size of vessel as seven to five.

June 13.—Lieut. J. Garland of the *Superb*, 74, Hon. C. Paget, with the boats of this and the *Nimrod* sloop, destroyed 2500 tons of shipping, and a valuable cotton mill, at a place called Wareham, at the head of Buzzard's Bay. The latter was full of stores, belonged to a company of sixty merchants at Boston, and its value, with what it contained, estimated at half a million of dollars. This service, by a masterly stratagem of the Lieutenant, was performed without any loss to the boats, though in the face of a numerous militia. In returning, he brought off the principal people of the place, and secured them as hostages for a time, till the boats were out of danger, the influence which these persons had over the numerous militia collected upon both banks of the river, preventing them from firing upon the boats; they were of course relanded at the first convenient spot.

August 20.—An expedition was planned by Major-Gen. Ross, and Vice-Adm. the Hon. Sir A. Cochrane, K. B. commanders of the British sea and land forces, for an attack upon a flotilla of the enemy's gun-boats in the Patuxent, under the command of Com. Barney. On the 19th, the army landed at the village of Benedict, on the right bank of the river. On the 20th it commenced its march, and on the 22d moved on to Upper Marlborough, a few miles distant from Pig Point, on the Patuxent. Adm. Cockburn, with the boats, tenders, &c. of the squadron, moved up the river, keeping upon the right flank of the army. On opening the reach above Pig Point, he discovered Com. Barney's broad pendant in the heaviest vessel, a large sloop, and the remainder of the flotilla extending in a long line astern of her. They were all set on fire by the enemy and abandoned; and out of seventeen vessels, sixteen were in quick succession blown to atoms, and one only, in which the fire had not taken, was captured. The army came up with the enemy on the 24th on the heights above Bladensburg, a village situated on the left bank of the eastern branch of the Potomack, about five miles from Washington. The enemy, amounting to eight or nine thousand men, with three or four hundred cavalry, strongly posted, under the command of Gen. Winder, were attacked, with irresistible impetuosity, by a very inferior British army in respect of numbers, at the point of the bayonet, and soon put to flight. Ten pieces of artillery, commanded by Com. Barney, were taken and destroyed; the commodore was wounded and made prisoner. On the suggestion of Rear-Adm. Cockburn, the army marched to the attack of Washington, which city they entered at eight o'clock that night, after a slight opposition. The capitol, arsenal, dock-yard, treasury, war-office, president's palace, rope-walks, and the great bridge across the Potomack, in the dock-yard a frigate nearly ready to be launched, and a sloop of war, were destroyed by fire; 200 pieces of artillery, and a vast quantity of small arms, were likewise destroyed.

The two bridges leading to Washington over the Eastern Branch had been destroyed by the enemy. The army retired on the night of the 25th, reached Benedict on the 29th, and re-embarked the following day. In the battle on the heights above Bladensburg, the army had 249 killed, wounded, and missing.

August 29.—Capt. Sir Peter Parker, Bart. of the *Menelaus*, was sent up the Chesapeake, above Baltimore, by Vice-Adm. Cochrane, to make a diversion in favour of the attack upon the enemy's flotilla in Patuxent. After repeatedly dislodging small bodies of the enemy, by landing parties of seamen and marines, Sir Peter was at length drawn into an attack upon a force greatly his superior in numbers, and accompanied by artillery. He had only 104 bayonets with 20 pikes, formed in two divisions, headed by Henry Crease, acting commander, and Lieut. Pearce, opposed to 500 militia, a troop of horse, and 5 pieces of artillery. The enemy were routed; but the gallant and enterprising Capt. Sir Peter Parker received a wound, which in a few minutes terminated his existence. The loss was in other respects severe, 13 killed and 27 wounded.

September 11.—A British squadron, under Capt. Downie, was defeated by an American squadron, under Com. M'Donough. See CHAMPLAIN LAKE.

September 12.—The American army was defeated near Baltimore by the British, under Col. A. Brook, the successor to Major-Gen. Ross, who was slain in a previous skirmish with the advanced posts. See BALTIMORE.

December 28.—Capt. Sir G. Collier of the *Leander*, in company with the *Newcastle* and *Acasta*, captured the celebrated privateer *Prince de Neufchatel*, hermaphrodite rigged, pierced for 22 guns, and having 18 mounted, with a crew of 130 men, under the command of Nicholas Millin, by birth a Frenchman, and one of superior professional skill and enterprise. This was declared to be one of the most complete vessels that her brave captors had ever seen. She sailed from Boston on the 21st of December. The activity of the captains of the *Newcastle* and *Acasta* cut off the chance of escape from this cruiser during a chase of ten hours, the wind blowing a hard gale. She had been chased during former cruises by upwards of sixty different British ships of war, and frequently under their guns, nor did she bring to in the present instance, till the shot from the *Leander* and *Newcastle* were flying over her.

1815, *January 15.*—The following ships were stationed, under the direction of Capt. Hayes, by Rear-Adm. H. Hotham of the *Superb*, off the bar of New-York, for the purpose of intercepting a ship, brig, and other vessels ready for sea at Staten Island, should they venture out: viz. the *Majestic*, 74, John Hayes; *Tenedos*, 38, Hyde Parker; *Endymion*, 40, Henry Hope; *Pomone*, 38, John R. Lumley. *Sandy Hook* bearing W. N. W. fifteen leagues, the ship and brig were discovered an hour before daylight, not more than two miles on the *Majestic's* weather-bow, and a general chase was made. In the course of the day, the chase became extremely interesting, by the endeavours of the enemy to escape, and the exertions of the captains to get up with him, the former cutting away his anchors, and throwing overboard every moveable article with great quantity of provisions, and the latter trimming their ships in every way possible to effect their purpose. The *Endymion* at length closed with the enemy, and commenced action at half an hour past five o'clock in the evening, which was continued with great gallantry and

and spirit on both sides for two hours and a half, when the *Endymion's* sails being cut from the yards, the enemy got a-head; Capt. Hope taking this opportunity to bend new sails, to enable him to get his ship alongside again, the action ceased, till the *Pomone* getting up at half past eleven o'clock at night, and firing a few shots, she *cried to say*, she had already surrendered. She proved to be the *President*, Com. Decatur, and the vessel in company with her was the *Macedonian* brig, laden with provisions, which made her escape by very superior sailing. The *Endymion* had 11 killed and 14 wounded. The loss sustained by the *President* was not ascertained; but the number of persons of all descriptions on board previous to the action was about 490. The number and calibre of her guns were as follows:—main-deck, 30 long twenty-four-pounders; quarter-deck, 14 forty-two-pounder carronades, 1 long twenty-four-pounder, 1 twenty-four-pounder howitzer; fore-castle, 6 forty-two-pounder carronades, 1 long twenty-four-pounder; fore-top, 2 brass six-pounders; main-top, 2 brass six-pounders; mizen-top, 2 smaller guns—total 59.

ANHOLT, a Danish island in the Cattegat, was taken, on the 18th May 1809, by a party of seamen and marines, under the command of Capt. Selby of the *Owen Glendower*, 36, assisted by Capt. E. Nicholls of the royal marines. The garrison, consisting of 170 men, surrendered at discretion. The acquisition of this island was of importance in furnishing supplies of water to the fleet, and affording a good anchorage to the trade in going to, or coming from, the Baltic.

It was afterwards garrisoned by 350 men, commanded by Capt. Maurice the governor, and was attacked, on the 27th of March 1811, by a formidable army of Danes, supported by a flotilla of eighteen heavy gun-boats and other armed vessels, containing in the whole 4000 men. After performing prodigies of valour, in a close combat which lasted four hours and a half, they received a most complete defeat, and fled back to their posts, with the loss of their commander, three other officers, 500 prisoners, and 3 pieces of cannon. The gallant conduct of Gov. Maurice, Major Torrens, senior officer of the royal marines, and the other officers and men composing the brave garrison, will command lasting admiration. Capts. Baker and Stewart, of the *Tartar* and *Sheldrake*, sloops, gave every support in their power to Capt. Maurice, and pursued in the most undaunted manner the gun-boats and armed vessels. Capt. Baker captured two transports, and Capt. Stewart two gun-boats, the prisoners on board of which amounted to 127 men; their commanders were lieutenants in the Danish army. This island was ceded to Denmark by the treaty of Kiel, January 14, 1814.

ANECDOTES, NAVAL.—Lord Howe, on the 1st June, observing a little boy in a dangerous situation, said to him—"You had better go below; you are too young to be of service here."—"My Lord," replied the boy, "what would my father say, if I was not to remain upon deck during action?"

The following is Lord Nelson's Memorial, containing a statement of his services previous to a pension of one thousand pounds per annum granted him in 1798.

(COPY.)

"To the King's most excellent Majesty, the Memorial of Sir Horatio Nelson, K. B. and a Rear-Adm. in your Majesty's fleet.

"That, during the present war, your memorialist has been in four actions with the fleets of the enemy, viz. on the 13th and 14th

March 1795; on the 13th July 1795; and on the 14th February 1797; in three actions with frigates; in six engagements against batteries; in ten actions in boats employed in cutting out of harbours; in destroying vessels, and taking three towns. Your memorialist has likewise served on shore with the army four months, and commanded the batteries at the sieges of Bastia and Calvi. That, during the war, he has assisted at the capture of seven sail of the line, six frigates, four corvettes, and eleven privateers of different sizes, and taken and destroyed near fifty sail of merchant vessels; and your memorialist has actually been engaged against the enemy upwards of one hundred and twenty times, in which service your memorialist has lost his right eye and arm, and been severely wounded and bruised in his body; all of which services and wounds your memorialist most humbly submits to your Majesty's most gracious consideration.

"Oct. 1797.

NELSON."

At the siege of Bongee Fort, on the banks of the Ganges, by Col. Clive and Adm. Watson, in 1756, a sailor of the name of Strahan having just received his allowance of grog in the evening, felt so elated, that he scaled at a breach which had been made by the cannon of the ships. Discovering several Moors sitting upon the platform, he flourished at them his cutlass, and then fired his pistol, and having given three loud huzzas, cried out, "*The place is mine!*" Strahan's cries being heard by the army, they scaled the breach likewise, and followed pell mell without order or discipline. At daybreak the fort saluted the Adm. When Strahan was brought before the Adm. he angrily asked him, "*What is this you have been doing?*" The sailor having made his bow, scratched his head, and with one hand twirling his hat on the other, replied—"*Why, to be sure, Sir, it was I who took the fort; but I hope, your Honour, as how there was no harm in it?*" The Adm. could hardly refrain from smiling at the simplicity of Strahan's answer; and having expatiated largely on the fatal consequences that might have ensued from his irregular conduct with a severe rebuke, he dismissed him; but not before he had given him some distant hints, that at a proper opportunity he would be certainly punished for his temerity. Strahan, amazed to find himself blamed when he expected praise, had no sooner left the Adm.'s cabin, than he muttered to himself—"If I am flogged for this here action, I will never take another fort by myself, as long as I live, by G—d!"

When the late Earl Howe was Capt. of the *Magnanime*, during a cruise on the coast of France, a gale of wind obliged him to anchor on a lee shore, and in a dark and tempestuous night. Capt. Howe being laid up with the gout, was reading in his cabin, when the Lieut. of the watch came in, with a face of woe, and said, he was sorry to inform him, that the anchors came home. "They are much in the right of it," coolly replied Capt. Howe; "I don't know who would stay out such a night as this is."

When Adm. Keppel was ordered to demand restitution of the Dey of Algiers of two ships richly laden, which had been captured by his piratical ships, he was so surprised and enraged at the Admiral's bold remonstrances, as to express his wonder "at the King's insolence, in sending him a foolish, beardless boy." The Admiral replied, "That if his master had supposed that wisdom had been measured by the length of the beard, he would have sent his Dey-ship a he-goat." This reply put him beside himself, and he ordered his

his mutes to attend with the bowstring, telling the Adm. at the same time he should pay for his audacity with his life. The Adm. unmoved, took the Dey to a window, and shewing him the English fleet riding at anchor, told him that if it was his pleasure to put him to death, there were Englishmen enough in that fleet to make him a glorious funeral pile. The Dey took the hint; the Admiral came off in safety, and ample restitution was made.

When Adm. Cornwallis was captain of the *Canada*, an accidental delay in the clerk's paying some of the ship's company occasioned them to sign a round robin, not to fire a gun till they were paid. Capt. Cornwallis had them piped upon deck, and thus laconically harangued them—"My lads, the money cannot be paid till we return to port; and as to your not fighting, I will clap you alongside of the first large ship of the enemy I see, when the devil himself can't keep you from it." The Jacks were so tickled with this tar-like compliment, that they one and all returned to their duty, better satisfied, perhaps, than if they had been paid the money they demanded ten times over.

Admiral Savage, when a captain, and at the time he so gallantly commanded the *Hercules*, of 74 g. on the 12th April, at the total defeat of the French fleet under Count de Grasse, being alongside the *Ville de Paris*, of 110 g., he jumped on an arm-chest, and cheered his men by singing a few lines of "Oh, what a charming thing's a battle!"

In the year 1791, in the height of a violent gale of wind, which increased to a perfect hurricane, a raft was discovered from the *Juno's* mast-head, off the port of St. Ann's in the West Indies, with three people on it, over which the waves washed every moment, so that it appeared next to impossible to save them. Capt. Hood immediately ordered a boat to their assistance; but though English seamen are not apt to shrink from danger, the boat's crew, thinking it a vain attempt, shewed great reluctance in going; whereupon the captain, declaring that he never ordered any man on a service on which he was afraid to venture himself, immediately leaped into the boat, pushed out of the harbour, and with infinite difficulty saved the poor men on the wreck. The Honourable Assembly at Jamaica, on being informed of this gallant enterprise, was unanimous in resolving that the sum of one hundred guineas be presented to Capt. S. Hood, for the purchase of a sword, as a testimony of the high sense they entertained of his merit and humanity in the above affair.

Capt. Westcott, who closed his mortal career in the battle of the Nile, was the son of a baker at Honiton, in Devonshire. Being led, by his trade, to a connexion with the millers, young Westcott used frequently to be sent to the mill. It happened, in one of his visits, that by the accidental breaking of a rope, the machine was disordered; and neither the owner nor his man being equal to the task of repairing it, Westcott offered to use his skill in splicing it, although attended with danger and difficulty. The miller complied, and the job was executed with such nicety, that he told him he was fit for a sailor, since he could splice so well, and if he ever should have an inclination to go to sea, he would get him a birth. Accordingly, an opportunity presented itself, which the lad accepted, and he began his naval career in the humble capacity of a petty officer's boy, a situation the most common in the ship, and not calculated to afford vent to the expansion of genius; but he contrived to exercise his abilities to such good purposes, and discovered such an

an acuteness of understanding, that he was, in a very short time, introduced among the midshipmen, in which rank his behaviour was so conciliating and prudent, that further advancement followed. Since that time he became so signally conspicuous, both for his skill and bravery, that he quickly got promotion, until he reached that honourable station in which he lost his life. Had he survived the battle, his seniority of appointment would have obtained him an admiral's flag; but, alas! human expectations end in the grave.

Within a mile or two of Burnham Thorpe, the birthplace of the illustrious Nelson, stands the obscure hamlet of Cock Thorpe, a village of three houses, or rather three hovels, each of which has produced, from humble and village life, its individual admiral. The three Cock Thorpe admirals became flag officers of much renown—Sir Christopher Mims, Sir John Narborough, and Sir Cloudesly Shovel. Norfolk has to boast her naval heroes of remote, recent, and immediate celebrity: Sir Edward Berry, Lord Nelson's captain of the Nile, and the gallant commodore of the Brito-Sicilian squadron, Capt. Hoste, the élève of Nelson, are both natives of that county.

During the last disgraceful mutiny in the navy, Adm. then Capt. Douglas commanded the *Stately*, 64 guns, at St. Helena, and was dining with Governor Brook, when his first officer came and told him that a ship had arrived from England, and told the *Stately* of the mutiny, and that his men had come and demanded the command of the ship, and were then in mutiny. He said coolly to the governor—"I will go immediately on board, and if, in fifteen minutes after I am in the ship, they do not return to their duty, you will fire on her; for better that I go down with the ship, than the men command her." This spirited determination he made known to the men, and added, if the ringleaders were not given up unconditionally, they knew what they were to expect. The fifteen minutes expired, and the fort began to fire; and thus ended the mutiny in those seas, by the intrepid conduct of one man. The ringleaders were given up, and two or three of them hanged.

Among the young officers who assembled at the navy office, in 1808, to pass their examination for lieutenants, was Mr. William Pearse. His certificates from his late commanding officers attracted every one's attention; as it appeared by them, that he had more than twenty times risked his life to save that of a fellow-creature, by leaping overboard after those who had fallen into the sea in gales of wind, and when the ship was going at a great rate; and that he had had the singular good fortune by these means of saving the lives of a dozen seamen. The crew of the *Foudroyant* had presented him with a handsome sword, on which his fortunate exertions in preserving the lives of three of their shipmates are expressively engraven. This gentleman's promotion was not only ensured, but distinguished.

At the defence of the Castle of Trinidad, when the Spanish flag, hoisted on the wall, fell into the ditch, Lord Cochrane, under a most dreadful fire from the enemy, was the only person who, regardless of the shower of balls flying about him, descended his ditch, returned with the flag, and succeeded in planting it on the wall.

At the battle of Copenhagen, whilst Lord Nelson was engaged with the crown prince, with all the calmness and coolness of a desired Col. Stewart to the king, he was the first to seal his desperate

ing with a candle, when Lord Nelson had nearly completed his letter, he inquired the reason of such neglect, and found that the boy who had been sent for it was killed in his way by a cannon shot. The order was repeated; upon which Col. Stewart observed—"Why should your lordship be so particular to use wax? why not a wafer? The hurry of battle will be a sufficient apology for the violation of etiquette."—"It is to prove, my friend," replied Lord Nelson, "that we are in no hurry, that this request is not dictated by fear, or a wish, on our part, to stop the carnage, from the least apprehension of the fate of this day to us, that I am thus particular. Were I to seal my letter with a wafer, it would still be wet when it reached the shore—it would speak of haste. Wax is not the act of an instant." The reasoning of the admiral, and his extraordinary presence of mind, were duly honoured by the result. The Danes acceded to his proposal, and a cessation of hostilities was the consequence. (*Taken from Porter's Travelling Sketches in Russia and Sweden.*)

The remains of Lord Collingwood are deposited in the very stone coffin which Cardinal Wolsey had prepared for himself: it had remained as lumber in a room adjoining St. George's Chapel, Windsor, and for its last purpose was given as a present by his majesty.

ANTHONY, Capt. See ONTARIO LAKE.

ASHWORTH, Lieut.—A brave and meritorious officer, was born in London, December 1765, and died at Minorca, the 25th July 1811.

AYSCOUGH, Capt. See JAMAICA STATION, November 20, 1807.

B.

BAKER, Capt. Jos. See BALTIC STATION, May 15, 1809, and ANHOLT.

BAKER, Capt. T. See HOME STATION, Aug. 10, 1805.

BALL, Capt. A. J. See NILE; MEDITERRANEAN STATION, Oct. 28, 1798.

BALL, Capt. H. L. See CAPE OF GOOD HOPE STATION, Feb. 9, 1799.

BALL, Sir John Alex. Bart. K. S. F. Rear-Admiral of the White Squadron, port-admiral at Malta, and governor of that island. Sir John was made a post-captain on the 20th of March 1783, and was promoted to a flag on the 9th November 1805. He was a distinguished commander in the service, and bore a most exemplary character in private life. He died at Malta on the 20th October 1809, aged 52, and was interred in a fort close to the remains of Sir Ralph Abercrombie. See NILE.

BALLARD, Comm. See GUADALOUPE.

BALTIC STATION, Occurrences on.

1801, April 2.—A great and decisive victory was obtained over the Danes off their capital, Copenhagen, by the fleet under the command of Adm. Sir Hyde Parker. See COPENHAGEN.

September 7.—Copenhagen, with the Danish fleet, in the British forces under Lieut.-Gen. Lord Cathcart. See DENMARK.

May 11.—Capt. G. H. L. Dundas of the Cruiser (sp.), 18, discovered the presence of the Nashon, v

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At the battle of Copenhagen, whilst Lord Nelson was writing to the crown prince, with all the calmness of a man in his senses, he directed Col. Stewart to send some one below for a despatch, which he might seal his despatch. Col. Stewart obeyed.

BAL

ing with a candle, when Lord Nelson had nearly completed his letter, he inquired the reason of such neglect, and found that the boy who had been sent for it was killed in his way by a cannon shot. The order was repeated; upon which Col. Stewart observed—"Why should your lordship be so particular to use wax? why not a wafer? The hurry of battle will be a sufficient apology for the violation of etiquette."—"It is to prove, my friend," replied Lord Nelson, "that we are in no hurry, that this request is not dictated by fear, or a wish, on our part, to stop the carnage, from the least apprehension of the fate of this day to us, that I am thus particular. Were I to seal my letter with a wafer, it would still be wet when it reached the shore—it would speak of haste. Wax is not the act of an instant." The reasoning of the admiral, and his extraordinary presence of mind, were duly honoured by the result. The Danes acceded to his proposal, and a cessation of hostilities was the consequence. (*Taken from Porter's Travelling Sketches in Russia and Sweden.*)

The remains of Lord Collingwood are deposited in the very stone coffin which Cardinal Wolsey had prepared for himself: it had remained as lumber in a room adjoining St. George's Chapel, Windsor, and for its last purpose was given as a present by his majesty.

ANTHONY, Capt. See ONTARIO LAKE.

ASHWORTH, Lieut.—A brave and meritorious officer, was born in London, December 1786, and died at Minorca, the 25th July 1811.

AYSCOUGH, Capt. See JAMAICA STATION, November 20, 1807.

B.

BAKER, Capt. Jos. See BALTIC STATION, May 15, 1809, and ANHOLT.

BAKER, Capt. T. See HOME STATION, Aug. 10, 1805.

BALL, Capt. A. J. See NILE; MEDITERRANEAN STATION, Oct. 28, 1798.

BALL, Capt. H. L. See CAPE OF GOOD HOPE STATION, Feb. 9, 1799.

BALL, Sir John Alex. Bart. K. S. F. Rear-Admiral of the White Squadron, port-admiral at Malta, and governor of that island. Sir John was made a post-captain on the 20th of March 1783, and was promoted to a flag on the 9th November 1805. He was a distinguished commander in the service, and bore a most exemplary character in private life. He died at Malta on the 20th October 1809, aged 52, and was interred in a fort close to the remains of Sir Ralph Abercrombie. See NILE.

BALLARD, Comm. See GUADALOUPE.

BALTIC STATION, Occurrences on.

1801, April 2.—A great and decisive victory was obtained over the Danes off their capital, Copenhagen, by the fleet under the command of Adm. Sir Hyde Parker. See COPENHAGEN.

September 7.—Copenhagen, with the Danish fleet, in the British forces under Lieut.-Gen. Lord Cath.

Gambier. See DENMARK.

1808, January 11.—Capt. G. H. L. Dundas of the *Cruizer* (sp.), 18, discovered the entrance of the Nashon, ver

trace of the passage was extremely intricate, and the Podargus leading in, took the ground, which deprived the squadron of her services, and those of the Flamer gun-brig, who was left to assist her during the remainder of the day. At half-past seven, *p. m.* the squadron had got within a mile of the enemy, who were running inside the rocks under a press of sail, the Calypso leading in, and engaging with the Dictator, the squadron and numerous gun-boats of the enemy. At half-past nine, after sailing through a passage, in some places scarcely wide enough to admit of the Dictator's studding-sail booms being out, Capt. Stewart had the satisfaction of running her bow upon the land, with her broadside towards the enemy, who were anchored, with springs on their cables, close together, and supported by gun-boats, in the small creek of Lyngoe. In half an hour the frigate was literally battered to atoms, and the flames bursting forth from her hatchways; the brigs had also struck, most of the gun-boats were completely beaten, and some sunk. The gun-boats, who had retreated on seeing the fate of their squadron, collected, and renewed the contest, which was maintained by Capt. Weir of the Calypso with the greatest gallantry and effect. The Podargus and Flamer in the mean time were warmly engaged with numerous batteries and gun-boats, both brigs being still a-ground; but after great exertion they were got afloat, very much cut up. At three, *a. m.* the Dictator, Calypso, and prize brigs, in attempting to get out through the passages, were assailed by a division of gun-boats from behind the rocks, so situated that not a gun could be brought to bear upon them; the prize brigs grounded, and notwithstanding every exertion to get them off, and to extinguish the fire which had burst out on board the Laaland, Capt. Stewart was obliged to abandon them complete wrecks, humanity forbidding their destruction, owing to the number of wounded men they had on board. The Danes acknowledged to have lost 300 killed and wounded; the British squadron had 9 killed, 41 wounded and missing.

BALTIMORE (*N. Am.*). Major-Gen. Ross, and the force under his command, landed with Rear-Adm. G. Cockburn near to North Point, at the entrance of the Patapsco, on the 12th September 1814, for the purpose of making a demonstration upon the city of Baltimore, which might be converted into a real attack, should circumstances appear to justify it. Adm. Cockburn directed Capt. Nourse of his own ship, the Severn, 40, to advance up the Patapsco with the frigates, sloops, and bomb-ships, to bombard the fort, and threaten the water-approach to Baltimore, while he himself moved on with the army, and seamen (under Capt. E. Crofton) attached to it. They had advanced about five miles, when, in a skirmish which took place with the advanced posts of the enemy, the gallant Gen. Ross received a musket-ball through his arm into his breast, which proved fatal to him on his way to the water-side for re-embarkation. Col. A. Brook, on whom the command of the army now devolved, pushed on with it to within five miles of Baltimore, where a corps of about 6000 men, six pieces of artillery, and some hundreds of cavalry, were discovered posted under cover of a wood, drawn up in a very dense order, and lining a strong paling which crossed the main road nearly at right angles. Having made his dispositions, the colonel, at the head of the troops, advanced rapidly to the charge. In less than fifteen minutes, the enemy's force was broken, and fled in every direction, leaving on the field

Sold two pieces of cannon, with a considerable number of killed, wounded, and prisoners. His loss, in this short but brilliant affair, was from five to six hundred in killed and wounded, besides prisoners, making at least one thousand *hors de combat*. The British army had 289 killed and wounded; the navy 55 killed and wounded; and 1 missing.

At daybreak on the 13th, the army again advanced to a favourable position about a mile and a half to the eastward of Baltimore, where the colonel reconnoitered its defences, which consisted of a chain of palisaded redoubts on detached hills, connected by a small breastwork, and defended by about 15,000 men, with a large train of artillery. Colonel Brook, notwithstanding this formidable appearance, with the description of forces under his command deemed a night attack perfectly feasible, and had made arrangements for it, when he received in the evening a communication from Vice-Adm. Sir A. Cochrane, commander-in-chief of the naval force, which informed him, that, in consequence of the entrance to the harbour being closed up by vessels sunk for that purpose by the enemy, a naval co-operation against the town and camp was found impracticable. The army, therefore, retired on the 14th, and re-embarked at North Point on the 15th, carrying with it about 200 prisoners, being persons of the best families in the city.

The result of the combined operations of the army and navy was the defeat of the enemy's army, compelling him to sink upwards of twenty vessels in different parts of the harbour, causing the citizens to remove almost the whole of their property to places of more security inland, obliging the government to concentrate all the military force of the surrounding states, harassing the militia, and forcing them to collect from remote districts, and causing the burning of a valuable rope-walk, with other public buildings, in order to clear the glacis in front of their redoubts.

Capt. Crofton, of the Royal Oak, 74, commanding the brigade of sailors, and Captains Sullivan, Money, and Ramsay, commanding divisions of that brigade, distinguished themselves by their gallantry, ability, and exertions, in performing every manœuvre made by the troops, exposing themselves in the hottest of the enemy's fire, to keep their men in line of march, whose obedient and steady conduct was highly meritorious.

BANDA, the principal of the Dutch spice-islands in the Molucca seas, was captured on the 8th of March 1796, by the land and sea forces, under Rear-Adm. P. Rainier. It was ceded to the Dutch by the treaty of Amiens, March 27, 1802. Notwithstanding its fortress was generally supposed impregnable, it surrendered again, on the 9th of August 1810, to a handful of British seamen and marines, in consequence of a night attack. They were led on to the storm of the place by Capt. Cole, of the Caroline, 36, and Lieut. Rich. Kenah, acting commander of the Barracouta (bg.), 18. Capt. Foote, of the Piedmontese, 50, being left in charge of the three ships, about 200 seamen and marines were landed under cover of a dark cloud accompanied with rain, and the enemy were so completely surprised, that a battery of ten guns within one hundred yards was stormed in the rear and taken; after which the strong castle of Belgica was taken by escalade, from which the enemy fled, leaving the colonel commandant and ten others dead, and thirty prisoners. The day now bearing on the British flag, discovered to the conquerors the Fort of Nassau, the sea defence

at their feet, and the enemy at their guns at the different posts. The governor was twice summoned to surrender, but in vain; however a well-placed shot from Belgica (which completely commands the principal defences) into one of their sea batteries, produced an immediate and unqualified submission; when the gallant band found themselves in possession of the two forts, and several batteries, mounting one hundred and twenty pieces of cannon, and defended by near 700 regular troops besides the militia.

BANKS, Capt. See GLUCKSTADT.

BARCLAY, Capt. R. H. See ERIE LAKE.

BARLOW, Capt. Sir R. See HALIFAX STATION, December 21, 1797. MEDITERRANEAN STATION, February 19, and July 5, 1801.

BARHAM, Lord. The Right Hon. Charles Middleton, afterwards created Baron Barham, of Barham Court and of Teston, in Kent, and a baronet, was born at Leith, in October 1726, and was the youngest son of Robt. Middleton, Esq. afterwards collector of the customs at Borrowstonness, by Helen Dundas, grand-daughter of Sir James Dundas of Arniston.

Lord Barham, after his return from the West Indies, in 1761 (where he eminently distinguished himself in the command of the Emerald frigate), married Margaret, daughter of James Gambier, Esq. counsellor at law, and aunt of Lord Gambier, by whom he had only one child, Diana, who on her father's decease became Baroness Barham, the wife of Gerard Noel Noel, Esq. of Exton Park, in the county of Rutland. Lord Barham was one of the privy council, admiral of the red squadron, one of the elder brethren of the Trinity House, first lord of the Admiralty during the important victories of Sir Robt. Calder, Lord Nelson, Sir Rich. Strachan, and Sir John Duckworth, many years comptroller of the navy, first commissioner of the Board instituted in 1786 for inquiring into the state of the woods, forests, and land revenues of the crown, and of the late Board for revising the civil affairs of the navy, member for Rochester in the Parliament of 1784, and one of the vice-presidents of the Lock Hospital, and other charitable societies, &c. After a life eminently distinguished by active public and private virtue, he died at his seat in Kent, on the 17th of June 1813, in the 87th year of his age.

BARRETT, Capt. John, was born at Drogheda, in Ireland, and placed at an early age under Adm. Caldwell, by whose interest he was made lieutenant in 1793. He was in the battle of the 1st of June; went to the West Indies, and was made commander and post-captain; he was appointed in 1809 to the Minotaur, and stationed in the Gulf of Finland; and was shipwrecked in the voyage with a homeward-bound convoy, when he lost his life.

BARRIE, Capt. Robert. See MEDITERRANEAN STATION, May 1, 1811.

BARROSA (Battle of). An expedition having been planned by the Spanish government, with a view to an attack upon the rear of the French before Cadiz, Gen. La Pena was appointed commander-in-chief. Gen. Graham having consented to give his personal assistance, together with that of a considerable portion of the troops under his command, Rear-Adm. Sir R. G. Keats co-operated with the squadron under his orders to promote the success of the enterprise. The British naval part under Capt. Brace, with 3000 British troops, sailed from the Bay of Cadiz on the 21st of February 1811, and

and effected a landing at Algeziras, from whence Gen. Graham marched with his army to Tariffa, where being joined by the Spanish army, consisting of 7000 men under Gen. La Pena, they marched to Barrosa. On sight of the enemy, the British troops, led on by their gallant and able commander, forgetting their own fatigue and privations, and regardless of the enemy's advantage in numbers and situation, gained by their determined valour a victory unclouded by any of the brave achievements of the British armies. Adm. Keats's operations were necessarily confined to feints and occasional landing of seamen and marines, who stormed forts, spiked guns, and dismantled works, for the purpose of causing a diversion in favour of the operations of the combined army. The grand total loss in killed and wounded sustained by the British army at the battle of Barrosa was 1243; that of the French, who had 8000 engaged, in killed, wounded, and prisoners, 3000. The ships employed in this expedition were the *St. Alban's*, *Druid*, *Comus*, *Sabine*, *Tuscan*, *Ephra*, *Steady*, and *Rebuff*. They had, in their different encounters, 3 killed and 13 wounded.

BASQUE ROADS. The squadron under the command of Adm. Lord Gambier of the *Caledonia*, 110, made a daring and successful attack upon the French ships at anchor in Basque Roads on the 11th and 12th of April 1809. The fireships, under the direction of Lord Cochrane, on the night of the 11th, proceeded to the attack under a favourable strong wind from the northward, and flood tide, (preceded by some vessels filled with powder and shells, as proposed by his lordship with a view to explosion,) and led on in the most undaunted and determined manner by Capt. Woodriddle, in the *Mediator* fireship. On their approach to the enemy, it was discovered that a boom was placed in front of their line for a defence; this, however, the *Mediator's* weight soon broke, advancing under a heavy fire from the forts in the Isle of Aix and from the enemy's ships, most of which cut or slipped their cables, and from the confined anchorage got on shore, and thus avoided taking fire.

At daylight the following morning, Lord Cochrane telegraphed the admiral, that seven of the enemy's ships were on shore and might be destroyed. The admiral in his dispatch says, "I immediately made the signal for the fleet to unmoor and weigh, intending to proceed with it to effect their destruction. The wind, however, being fresh from the northward, and the flood-tide running, rendered it too hazardous to run into Aix Road (from its shallow water); I therefore anchored again, at the distance of three miles from the forts on the island."

The admiral gave orders to Capt. Bligh, of the *Valiant*, 74, to proceed with that ship, the *Revenge*, 74, frigates, bombs, and other small vessels, to anchor near the Boyart shoal, in readiness for the attack. At twenty minutes past two *p. m.* Lord Cochrane advanced in the *Imperieuse*, 38, with his accustomed gallantry, and opened a well-directed fire upon the *Calcutta*, which struck her colours to the *Imperieuse*. The ships and vessels above mentioned soon joined in the attack upon the *Ville de Varsovie* and *Aquilon*, and obliged them, before five o'clock, to strike their colours. As soon as the prisoners were removed they were set on fire, as was also the *Tonnérre*, a short time after, by the enemy.

The admiral, in his dispatch, after eulogising the co-operating zeal of Rr-Adm. Stopford, the abilities and unremitting attention of Sir H. Neale, Bart. captain of the fleet, and the animated exertions

tions of the other captains, officers, seamen, and marines, thus mentions Lord Cochrane—"I cannot speak in sufficient terms of admiration and applause of the vigorous and gallant attack made by Lord Cochrane upon the French line-of-battle ships which were on shore, as well as of his judicious manner of approaching them, and placing his ship in the position most advantageous to annoy the enemy and preserve his own ship, which could not be exceeded by any feat of valour hitherto achieved by the British navy."

Previous to the attack, there were eleven ships of the line and four frigates in Aix Roads. During the attack, four had been destroyed, viz. the *Ville de Varsovie*, 80; *Tonnérre*, 74; *Aquilon*, 74; and *Calcutta*, 56. Three were on shore under Fouras, three under Madame, and one in the river. *L'Indienne* frigate was on shore near *Isle d'Enet*, on her beam-ends, and another under *Isle Madame*. The prisoners amounted to between four and five hundred. The loss of the British was only 10 killed and 38 wounded. The *Imperieuse*, Lord Cochrane's ship, of this number had 1 killed and 13 wounded.

BAYNTUN, Capt. H. W. See JAMAICA STATION, June 30, 1803; and TRAFALGAR, 1805.

BAZELY, John, vice-admiral of the red squadron. — This gentleman, descended from a respectable family, was born at Dover, in the county of Kent, in March 1740-1. Mr. Bazely commenced his naval career in April 1755, and first embarked under Captain, afterwards Sir Joshua Rowley, in the *Ambuscade*, of 40 guns. He served from 1756 until April 1760, in different ships, under the command of Sir Edward Hughes, when he received a lieutenant's commission. On the 22d of September 1777, an opportunity occurred of signalizing himself, and which gave promise of his future promotion. He commanded the *Alert* cutter, of 10 guns and as many swivels, and 60 men, when he brought to action an American brig privateer. It commenced at half-past seven a. m. and was maintained with great gallantry till ten, when the American, availing herself of the disabled state of the cutter, attempted to escape; but Lieut. Bazely's alacrity soon put the *Alert* in a condition to pursue the enemy, and at half-past one p. m. she came up with her, and renewed the action. In half an hour the enemy struck, and proved to be the *Lexington*, of 16 guns, 12 swivels, and 84 men, 7 of whom were killed and 11 wounded. The *Alert* had but 2 killed and 3 wounded. The *Alert* was registered as a sloop of war, and Lieut. Bazely made master and commander. In April 1778, he was made post-captain, in the *Formidable*, of 90 guns, the flag-ship of the late Sir Hugh Palliser, in the fleet under the command of the late Adm. Keppel. Capt. Bazely was consequently in the memorable action off Brest, and his ship had a greater number of killed and wounded than any other in the fleet; the former being 16 and the latter 49. Capt. Bazely was appointed to the command of the *Pegasus*, of 28 guns; and on the 6th of January 1780, was in Adm. Rodney's fleet, when, after a chase of a few hours, they captured the whole of a Spanish convoy from St. Sebastian, bound to Cadiz, laden with naval stores, provisions, &c. under the escort of seven ships and vessels of war, belonging to the Royal Caraccas Company. On the 16th of the same month, the English fleet discovered that of Spain off Cape St. Vincent, consisting of thirteen ships, under the command of Don Juan de Langara. A chase

A chase and running fight ensued, when seven of the enemy's ships were taken or destroyed.

After this action, Capt. Bazely sailed with Adm. Rodney to the relief of Gibraltar, and thence to the West Indies, and was present at the defeat of the French squadron, commanded by the Count de Guichen. Capt. Bazely was sent home with the admiral's dispatches, announcing this glorious victory. He was then appointed to the Apollo frigate, and afterwards to the Amphion, 32, in which he continued serving in America during the war. On the 10th of September 1781, having a small squadron under his command, in conjunction with Gen. Arnold, he completely destroyed the town of New London, together with several magazines full of stores, and all the vessels that were in the harbour.

On the return of peace, Capt. Bazely was appointed to the command of the Alfred, of 74 guns, a guard-ship, stationed at Chatham. In this ship also he was in the ever-memorable engagement of the 1st of June 1794. The Alfred being paid off, he was appointed to the Blenheim, 98, and was under Adm. Lord Hotham, in his last action during his lordship's command on the Mediterranean station, after the arrival of the fleet at St. Fiorenzo bay, in the month of July.

On the 1st of June, in the same year, Capt. Bazely was made rear-admiral of the white squadron, and, by subsequent promotions, vice-admiral of the red. He died at Dover, on the 6th of April 1809, aged 69.

BÉAVER, Capt. Phil. See **TRAFALGAR**, **ISLE OF FRANCE**, and **JAVA**.

BERBICE, colony of, in the West-Indies, *D.*; surrendered without resistance to the British forces, on the 2d of May 1796. It was ceded at the peace of Amiens, March 27, 1802; but was again surrendered to his Majesty's land and naval forces, under the command of Gen. Grinfield and Com. Hood, on the 23d of September 1803. The ships employed on this service were the Heureux, 16, L. O. Bland; the Alligator, 28; Netley (sch.), 14; and Brilliant transport.

BERESFORD, Capt. Sir J. P. See **AMERICAN STATION**, May 17, 1796; and Oct. 18, 1812.

BERRY, Capt. Sir Edward, Knt. was born in the year 1766, and was the son of a respectable London merchant, who dying before he had realized an adequate provision for a large family, the subject of this memoir was fortunate in commencing his nautical career about the year 1779, under the auspices of the late Lord Mulgrave, who had received part of his education under his uncle, the Rev. Mr. Titus Berry of Norwich. He made his first voyage to the East Indies, in the Burford, of 70 guns. During the time that Lord Spencer presided at the Admiralty, he distinguished himself by spiritedly boarding a ship of war, which had been grappled, and for which he was rewarded with a lieutenant's commission. On June 1, 1794, his intrepidity obtained the approbation of his superior officers. He served under Lord Nelson as first lieutenant, in the Captain, on the memorable 14th of February 1797. He was the first man who jumped into the mizen-chains of the San Nicholas, and assisted Lord Nelson into the main-chains of the San Josef. He acquitted himself with so much ability and spirit in this important encounter, as to endear him to his superior officers, and more particularly to his gallant commodore. In the

course of the year 1797 he was made post, and went to court with his friend Sir Horatio Nelson. When his Majesty was condoling with that hero on the loss of his arm, Sir Horatio pointed to Capt. Berry, observing, that *he had still his right arm left.*

In 1798, Capt. Berry was appointed to the Vanguard, Adm. Nelson's flag-ship. He displayed his abilities and gallantry in the action of the Nile. When Nelson was wounded in the head, Capt. Berry caught him in his arms, and caused him to be immediately conveyed to the cockpit. When L'Orient took fire, to his humanity and promptitude in dispatching the boats, upwards of seventy Frenchmen were indebted for their lives.

Capt. Berry was sent to England, with the official dispatches, in the Leander, of 50 guns, Capt. Thompson. In her passage, she fell in with a French ship (Le Genereux) of very superior force, which she engaged with for several hours before she struck her colours. It was a most sanguinary action. Capt. Berry found at one time six of the ship's company fall around him; and at the same moment, he received a wound from part of a man's skull, which penetrated through his arm. On his return to England, the honour of knighthood was conferred upon him; the Corporation of London having previously voted him their thanks, and the freedom of the city.

Shortly after this period, Capt. Sir Edw. Berry, in the Foudroyant, of 80 guns, Lord Nelson's flag-ship, proceeded to the Mediterranean. After landing his lordship at Sicily, the Foudroyant was subsequently stationed off Malta, with a squadron of ships of war, under the command of Capt. Manley Dixon. She bore a conspicuous part in the sanguinary action which took place between the Penelope, Capt. Blackwood, the Lion, Capt. Dixon, and Le Guillaume Tell, of 86 guns, and one thousand men, Rear-Adm. Decrès (the only remaining ship of the French fleet which had escaped from the battle of the Nile), and which, after a most determined and brave defence, becoming a mere log, struck her colours. Sir Edward Berry was slightly wounded, but did not quit the deck. In the course of this engagement, the Foudroyant expended 162 barrels of gunpowder, 1200 thirty-two-pound shot, 1240 twenty-four-pound ditto, 100 eighteen-pound ditto, and 200 twelve-pound ditto. Her total loss was 8 k. and 61 w. She was greatly damaged.

In the summer of 1805, Sir Edward was appointed to the Agamemnon, of 64 guns, in which ship he was present at the battle of Trafalgar. In the succeeding action, October 21, the Agamemnon bore a part: she had 2 k. and 7 w. Sir Edw. was made rear-admiral of the blue in 1821, and of the white May 27, 1825. See MEDITERRANEAN STATION, August 18, 1798; NILE; TRAFALGAR; and LEEWARD ISLAND STATION, March 24, 1806.

BERKELEY, Adm. Hon. Geo. Cranfield, was of an ancient and honourable family, and born in August 1753. In 1766 he embarked in the naval career under his relation, Adm. Keppel. He afterwards went in the Guernsey, of 50 guns, under Com. Palliser, then governor of Newfoundland. He then went to the Mediterranean, and was under Capt. Jervis, the late Earl St. Vincent, and his conduct was such as procured him the promotion of lieutenant in 1772. He was in the action, under his relative Adm. Keppel, fought with D'Orvilliers, on July 27, 1778. He distinguished himself in 1779, by his activity on the Channel Station; and in 1780 on the Newfoundland one, by the capture of
nine

nine sail of privateers, of equal force to the ship which he commanded, so much so, that the admiral made him post into the Vestal frigate, of 28 guns. In 1781, he signalized himself likewise, at the relief of Gibraltar, by destroying two of the gun-boats under the fortress of Ceuta. In 1782, he was appointed to the Recovery, of 32 guns, and sailed on a cruise with Adm. Barrington. For his conduct in the action with the French fleet, which took place April 20 in the same year, he was promoted to the command of the Pegasus. In 1794, he commanded the Marlborough, of 74 guns, to which two of the enemy's ships struck; Capt. Berkeley being most dangerously wounded in the head and leg, and compelled to quit the quarter-deck. He was afterwards appointed colonel of marines, and was one of the very few officers honoured with the medal of merit. In 1798, he was appointed to command a corps of sea-fencibles, for the protection of the coast of Sussex. On February 14, 1799, he was promoted to be rear-admiral of the blue; on January 1, 1801, rear-admiral of the white; on April 23, 1804, to that of rear-admiral of the red; in 1804, appointed to the chief command of the sea-fencibles on the coast of England; November 9, 1805, made vice of the white; in 1806, appointed commander-in-chief at Halifax; in 1806, made vice of the red; July 31, 1810, admiral of the blue; February 2, 1813, he was appointed an extra knight of the Most Honourable Order of the Bath; June 4, 1814, made admiral of the white; and January 2, 1815, appointed knight grand cross. He died in the early part of 1818.

BERTIE, Rear-Adm. Thos. Hoar, was the son of G. Hoar, Esq. of Middleton Era, in the county of Durham, and was born July 3, 1758. After receiving an appropriate education for his intended profession, he entered, about the month of October 1778, on board the Seahorse, Capt. Farmer. In this ship his acquaintance began with Nelson and Troubridge, which was cemented by a friendship that continued during their lives. After being three years and a half in the East Indies, he was removed from the Seahorse to the Salisbury, in Madras Roads. He returned to England in 1778, and on May 21 was made a lieutenant. He then joined the Monarch, of 74 guns, Capt. (afterwards Sir Joshua) Rowley. Whilst belonging to this ship, he introduced the life-buoy into the service. On July 27, the Monarch led the van division in the encounter with the French squadron, under the Comte D'Orvilliers, off Ushant, and had 2 men k. and 9 w. On July 6, 1779, he was in the Suffolk, Rear-Adm. Rowley, in Adm. Byron's action with the Comte D'Estaing, off Grenada. On December 18 and 19, he was engaged in two boat actions off Martinique, in which he distinguished himself by his skill and bravery. In 1780 he was removed, with Adm. Rowley's flag, to the Conqueror, and was in Rodney's successive actions with De Guichen on April 17, and May 15 and 18. In June he removed, with Adm. Rowley's flag, into the Terrible, and in July into the Princess Royal, of 90 guns. From July 1780, till August 10, 1782, Lieut. Hoar accompanied Adm. Rowley as his *aide-de-camp*, or own lieutenant, and was with him in different ships. He was then made a commander into the Duc d'Estillac (slp.), of 16 guns, which ship was paid off on August 7, 1783, at the conclusion of the American war.

On May 20, 1788, he married Miss Bertie, daughter of Peregrine Bertie, Esq. of Low-Layton, Essex (of the late Duke of Lancaster's family), whose name he assumed. On November 22, 1790,

1790, he was made a post-captain, and appointed to the *Leda*; but the dispute with Spain being arranged, he was not called upon again till September 1793, when he was appointed to the *Hindustan*, of 54 guns, and was in the unfortunate expedition to the West Indies, commanded by Adm. Christian. Having returned from the West Indies in consequence of the yellow fever, after his recovery he was appointed to the *Braakel*, of 54 guns, on March 29, 1797. On August 13 he was appointed to the *Ruby*, of 64 guns; and immediately on the death of Capt. Burges, of the *Ardent*, who was killed in Lord Duncan's memorable action off Camperdown, on October 11, Capt. Bertie was appointed to the command of that ship, at the *Nore*. While in this command he effected an improvement on the forty-two pounder carronades, belonging to the *Ardent's* main-deck, which was generally adopted some years afterwards for that description of ordnance. Capt. Bertie conceived that the inclined plane of the carriage was in a contrary direction to what it ought to be, being *within-board* instead of *without*. This he altered, by depressing the stole of the carriage two inches, which caused it to be worked and run out with a smaller number of men, viz. four, without any exertion or difficulty; it likewise checked the recoil, and necessarily added to the force of the shot. On March 10, 1799, having been directed to put himself under the orders of Lord Duncan, Capt. Bertie was employed in the blockade of the Texel fleet, until the expedition to Holland took place. Relating to this expedition, Capt. Bertie some time afterwards received a letter from Lord Nelson, in which, after congratulations upon the success in Holland, and a fervent hope for peace through their joint exertions, his lordship says—"To say the truth, I am most heartily tired of the war; for our allies have, in so many instances, played us foul, that they are not to be trusted. Austria I fear in particular."

In the month of April 1800, Lord Duncan struck his flag; and Capt. Bertie, who still retained the command of the *Ardent*, was placed under the orders of Adm. Dickson. A misunderstanding arose this year between the British and Danish governments, in consequence of the latter resisting the right of British ships of war to examine neutral vessels. Lord Whitworth was dispatched August 9 to the court of Denmark to demand an explanation on the subject, accompanied by a fleet, under the command of Adm. Dickson, to be prepared for the alternative of peace or war. The court of Denmark having acquiesced in all the demands of that of Britain, the fleet returned on September 14. Capt. Bertie, on February 28, 1801, received orders to hoist Sir Hyde Parker's flag in the *Ardent*, and to place himself under his command. On March 12, Sir Hyde's flag was removed into the *London*, in Yarmouth Roads; and Capt. Bertie sailed with the expedition to Copenhagen. In this battle, which commenced a little after nine *a. m.*, and continued till half-past two *p. m.* Capt. Bertie particularly distinguished himself, compelling four sail of the Danish flotilla, large and small, to strike to the *Ardent*, which had also been engaged with the *Lunette Quintus*. On this occasion the *Ardent* expended 2464 cartridges, and 2693 shot, of different descriptions: she had 130 men *k.* and *w.* and was severely damaged.

Humane as brave, when the *Danneborg*, the ship of the Danish commodore, Fischer, who had quitted her some time before, was on fire, Capt. Bertie sent an officer in the launch, to save as many of her crew as possible. The captain of the *Danneborg*, named
Brannne,

Bramme, who was severely wounded at the time, hailed the launch, to ascertain the name of the English ship and captain that had sent her; and on receiving the information, he paid a handsome compliment to the gallant commander of the *Ardent*; adding, that he should make a point of acquainting the Prince of Denmark with the circumstance. The launch returned with this message, having picked up twenty-three of the *Danneborg's* crew. Capt. Bertie's services this day procured him a second time the thanks of parliament. Early on the following morning, April 3, Lord Nelson, and his captain, Sir Thomas Hardy, went on board the *Ardent*, to thank Capt. Bertie, his officers, and people, for their conduct and exertions. On the 4th, having received directions to join Sir Hyde Parker in Copenhagen Roads, Capt. Bertie went on board the *London*, taking with him one of the Danish captains (the other three having been killed, or severely wounded), and the lieutenants of the four ships which had struck to the *Ardent*, together with their swords, which, from the bravery of their late owners, Capt. Bertie much wished to return. Sir Hyde not opposing this generous request, Capt. Bertie had the happiness, in restoring the swords to his prisoners, to express his admiration of the able and gallant manner in which they had been used.

On April 9, Capt Bertie was appointed, by Sir Hyde Parker, to the *Bellona*, and on the 16th, he sailed in quest of the Swedish fleet, which was descried at anchor in Carlsrona on the 19th: no attempt was made on them. Capt. Bertie continued in active service on different stations till the peace of Amiens, when the *Bellona* was paid off on July 6, 1802. On the renewal of hostilities in the month of May 1803, Capt. Bertie immediately made an offer of his services to the Admiralty; but was not called upon till November 3, when he was appointed to the *Courageux*; and early in December, he was ordered to receive the flag of Adm. Dacres, and to take out a large convoy, of 170 sail, to the West Indies. On January 4, 1804, he left St. Helens. A most tremendous gale, which began on the 15th, and continued until the 28th, having rendered his ship a perfect wreck, and reduced the convoy to 42 sail, many of the rest being separated, and some lost, Adm. Dacres ordered Capt. Bertie to bear up for Plymouth, where he arrived on February 1. When the *Courageux* had undergone repairs, and was again nearly ready for sea, unfortunately some family distress obliged Capt. Bertie to resign the command of her; and he remained without a ship till December 21, 1805. He was then appointed to the *St. George*; and till April 28, 1808, he was employed in cruising off the different ports in the Channel.

On April 28, 1808, Capt. Bertie was made a rear-admiral of the blue squadron, and sent to the *Baltic*, on which station he continued till December 1809, when he returned to England. On February 19, 1810, Adm. Bertie struck his flag, on account of the bad state of his health. On July 31 he was made a rear-admiral of the white. On August 1, 1811, he was made a rear-admiral of the red. On June 24, 1813, he received the royal licence, and permission to accept and wear the insignia of a knight commander of the royal military Order of the Sword, which the King of Sweden conferred upon him, and at the same time he received from the Prince Regent the honour of knighthood. On December 4, in the same year, he was made a vice-admiral, and died in 1825.

BERTIE, Adm. Sir Albemarle, Bart. K. C. B. was born January

nuary 20, 1755; and in 1778 we find him serving as first lieutenant of the Fox, a 28-gun frigate, one of the repeaters to Adm. Keppel's fleet, in the action with that of France. He obtained post rank March 21, 1782, in the Crocodile of 24 guns, stationed in the Channel. At the time of the Spanish armament he was appointed to the Latona frigate, and about the year 1792, to the Edgar of 74 guns, in which latter ship he assisted at the capture of Le General Dumourier, a French priv. and her prize, the St. Jago, having on board upwards of two millions of dollars, besides some valuable packages, to the amount of between two and three hundred thousand pounds sterling.

Capt. Bertie afterwards removed into the Thunderer of 74 guns, and was present at the defeat of the French fleet by Earl Howe, June 1, 1794. In 1795 we find him serving under Sir John Borlase Warren, on an expedition to the coast of France. He subsequently commanded the Renown of 74 guns, Windsor Castle, a second-rate, and Malta of 80 guns. On April 23, 1804, he was promoted to the rank of rear-admiral, and attained the rank of vice-admiral April 23, 1806. He was created a baronet December 9, 1812, became a full admiral June 4, 1814, and was nominated a K. C. B. January 2, 1815. He died at Donnington Priory, Berks, on February 23, 1825, in the 70th year of his age.

BETTESWORTH, Capt. See LEEWARD ISLAND STATION, February 8, 1805.

BICKERTON, Adm. Sir Richard, was the son of the late Rear-Adm. Sir Richard Bickerton. He entered on board the Medway in the year 1774; afterwards he was removed to the Enterprise frigate of 28 guns. In December 1777, he was made lieutenant. In 1778 he was made a commander. Sir George Rodney made him post-captain on February 8, 1781, in the Gibraltar of 80 guns. Afterwards he commanded the Russel and the Terrible, both seventy-fours. He was appointed after that to the Brune frigate. In 1787 he was appointed to the Sybil frigate. In 1793 he had the command of the Ruby of 64 guns, and in 1794 the Ramillies of 74 guns. In 1797 he was appointed to the Terrible, and was made rear-admiral of the blue on February 14, 1799. On April 23, 1804, he was made rear-admiral of the red, and hoisted his flag on board the Royal Sovereign. In the spring of 1805 was appointed to the board of Admiralty, where he remained until the early part of 1812, when he succeeded Sir Roger Curtis as commander-in-chief at Portsmouth. November 9, 1805, he was made vice of the white; October 25, 1809, vice of the red; in 1810, treasurer of the Royal Hospital at Greenwich; July 31, admiral of the blue; June 4, 1814, admiral of the white; January 1815, knight commander of the most honourable military Order of the Bath, and May 27, 1825, admiral of the red.

BINGHAM, Capt. A. B. See SOUTH AMERICAN STATION, May 16, 1811.

BISSELL, Capt. See JAMAICA STATION, July 11, August 17, October 14, 1803.

BLACKWOOD, Vice-Adm. Hon. Sir Henry, was born December 28, 1770; entered the naval service under the protection of the late Adm. M'Bride, and was a midshipman with Adm. Cosby. In 1790 he was signal midshipman on board the Queen Charlotte with Earl Howe, from whom he received his first commission. He was senior lieutenant of the Invincible, 74, on the memorable

1st of June 1794 and during the action, was the bearer of a message from Capt. Pakenham to Earl Howe, from whom he received orders to take possession of *Le Juste*, a French 84-gun ship, whose fire had recently been silenced. On their return to Spithead he was promoted to the rank of commander in the *Megara* fire-vessel. On June 2, 1795, he was posted in the *Nonsuch* of 52 guns, stationed as a floating battery at Hull, where he remained until July 1796. He was subsequently appointed to the *Brilliant*, of 28 guns, in which he compelled a Spanish vessel of superior force to seek refuge under the batteries at Teneriffe, and then sustained an action with two French ships of war, of 44 guns each, from whom, by a series of masterly manœuvres, he effected his escape. Shortly afterward he removed into the *Penelope*, of 36 guns, and joined the squadron under Lord Nelson in the Mediterranean. In that ship, on March 30, 1800, he chased, and came up with, the French ship *Le Guillaume Tell*, of 86 guns, bearing the flag of Rear-Adm. Decrés, and so disabled her, that the *Lion* and *Foudroyant*, ships of the line, were enabled to come, and bring her to close action, which continued for several hours before she struck. The *Penelope* towed the prize into Syracuse, and returned to the blockade of Malta until its surrender, September 5, 1800.

On January 7, 1801, Capt. Blackwood received the royal permission to accept and wear the insignia of a commander of the Sicilian Order of St. Ferdinand and of Merit, and afterward served with distinction under Lord Keith, against the French in Egypt. He returned to England in March 1802. At the breaking out of hostilities again with France, he was appointed to the *Euryalus*, of 36 guns; and in that ship, on the coast of Ireland, under the late Lord Gardner, at Boulogne, under Lord Keith, and also off Cadiz, under Lord Viscount Nelson, on the never-to-be-forgotten glorious 21st of October 1805, he again distinguished himself by his great activity and ability. After the action, he went with a flag of truce from Vice-Adm. Collingwood to the governor of Cadiz, proposing to deliver up the wounded prisoners to the care of their own hospitals, on his sending boats for their conveyance, and giving receipts for their numbers, which was received with becoming gratitude by the governor. He soon after returned to England, and acted as trainbearer to the chief mourner at the public funeral of his late noble friend, Lord Nelson.

In the early part of 1806 Capt. Blackwood was appointed to the *Ajax*, of 80 guns, and accompanied Sir J. T. Duckworth on the expedition against Constantinople. On the night of February 14, 1807, the squadron being at anchor off the Dardanelles, the *Ajax* took fire, and blew up; of the crew 370 were saved, the others, unfortunately, perished. During the subsequent operations of the squadron, Capt. Blackwood served as a volunteer in the *Royal George*, bearing the flag of Sir J. T. Duckworth, and rendered very essential services to the fleet. Towards the end of the year he was appointed to the *Warspite*, a new third-rate, fitting at Chatham; and in the summer of 1810 commanded the in-shore squadron off Toulon, consisting of the *Warspite*, *Ajax*, and *Conqueror*, (seventy-fours), *Euryalus* (frigate), and *Sheerwater* (bg.). On July 26, by his gallant and skilful conduct, he prevented a detachment of the enemy's fleet, consisting of six sail of the line and four frigates, from cutting off and capturing the *Euryalus* and *Sheerwater*, for which he received the thanks of Sir Charles Cotton, the commander-

mander-in-chief on that station. After his return from the Mediterranean, in the early part of 1813, he captured three American letters of marque, and several valuable merchantmen. In May 1814, he was appointed captain of the fleet at Spithead under H. R. H. the Duke of Clarence, who hoisted his flag in the Impregnable, 98, on the occasion of the allied sovereigns' visit to this country. On June 4 he was promoted to the rank of rear-admiral, and shortly after to the dignity of a baronet of Great Britain. In August 1819, he was nominated a K. C. B. and appointed commander-in-chief in the East Indies. On January 7, 1820, he sailed in the *Leander*, of 50 guns, and returned to England December 11, 1822: he attained the rank of vice-admiral May 27, 1825. See MEDITERRANEAN STATION, March 30, 1800, and TRAFALGAR.

BLANCHE, encounter between and a French squadron. The *Blanche*, 36, Z. Mudge, was captured July 22, 1805, by a French squadron, after a brave resistance of one hour. The squadron consisted of *La Topaze*, of 44 guns, 340 men, 10 officers, and 60 privates; *Le Département des Landes*, of 20 guns, 200 men, 6 officers, and 30 privates; *La Torche*, of 28 guns, 190 men, 3 officers, and 20 privates; and *Le Faune*, of 16 guns, 120 men, and 3 officers. Capt. Mudge had only 215 men, 30 being in prizes, and 8 left on board one of the frigates at Jamaica. Notwithstanding this great disparity of force, he heroically determined to sell the ship as dearly as possible. At eleven the action commenced, within pistol-shot, and became warm and steady, the French commodore's ship and the *Blanche* never without hail of each other, running large under easy sail, *Le Département des Landes* on the starboard quarter, and the two corvettes close astern. At forty-five minutes past eleven the *Blanche* became ungovernable, and was a perfect wreck, seven guns dismounted, the crew reduced to 190 men, and the rest falling fast. The captain called a council of officers for their opinion, who deemed it only sacrificing the lives of the remainder of as brave a crew as ever fought to hold out longer, therefore, at twelve, he ordered the colours to be struck. At six the *Blanche* sunk; she had 8 killed and 13 wounded.

BLIGH, Adm. R. Rodney, descended from an ancient and respectable family in Cornwall, was born in the year 1737. In 1750 he commenced his naval career under his godfather, the late Lord Rodney. In 1757 he received a lieutenant's commission. He was at the taking of Martinique; and in 1762 appointed a commander in the *Virgin* sloop of war, in which ship he captured several of the enemy's privateers. In 1777 he was made a post-captain, with which rank he served during the whole of the American war. At the commencement of the war in 1793 he was appointed to the *Excellent*, 74; from which, in 1794, he was removed to the *Alexander*, of the same force. In this ship he fought the desperate action with a French squadron on November 6, in the same year, which is recorded in our events of that period. Fourteen days before the capture of the *Alexander* he had been appointed rear-admiral of the blue; in April 1804, he was made admiral of the blue; in May 1808, admiral of the white; and in December 1813, admiral of the red. He died April 30, 1821, at Belle Vue, near Southampton. See HOME STATION, November 6, 1794.

BLIGH, Capt. W. See CAMPERDOWN and COPENHAGEN.

BLIGH, Capt. J. See JAMAICA STATION, Sept. 8, 1803.

BLYTH,

BLYTH, Capt. was born February 23, 1783, at Portsea. He was sailing-master on board the *Barfleur* in the glorious victory of April 12, gained by Adm. Rodney; he served on board the *Bellerophon* on June 1, 1794; and in the action fought by Adm. Cornwallis on June 17, 1795. On September 5, 1811, Lieut. Blyth was made commander; on August 15, 1812, he was appointed to the *Boxer*. On September 6, 1813, he engaged the United States brig *Enterprise*, and after an action of 45 minutes, having ordered his flag to be nailed to the mast, he lost his life and his ship, nobly fighting against a superior force. See *SOUTH AMERICAN STATION*, September 5, 1813.

BLOYE, Capt. See *ST. SEBASTIAN*.

BOLTON, Capt. W. See *COPENHAGEN* and *CURAÇOA*.

BOORDER, Capt. See *HOME STATION*, August 11, 1799.

BOULOGNE. On August 3, 1801, Lord Nelson sailed from the Downs, with a squadron of gun-vessels and bombs, and next morning attacked 24 of the enemy's armed vessels moored off Boulogne. In the course of the day three flats and a brig were sunk, and six driven on shore. In a few days after, the enemy having again moored their flotilla off Boulogne, in the night of the 15th, Lord Nelson directed an attack to be made by the armed boats of the squadron, which were formed into four divisions; but from the darkness of the night, and the operation of the tides, the attack failed. Capt. E. T. Parker, with the second division, boarded the commodore; but that vessel being strongly netted up to the lower yards, he and most of his crew were beaten down into their boats, killed or wounded. Could all the boats have made the attack at the same moment, the enterprise, it is confidently supposed, would have succeeded; notwithstanding which, a number of vessels were taken possession of; but, from their being on shore, or moored in chains, our brave sailors were compelled to abandon them. Capt. Parker died at Deal on the 27th, of his wounds, and many other valuable officers were killed or wounded in this unfortunate attempt: total killed and wounded 172. The thanks of Earl St. Vincent and Lord Nelson were afterwards given to the officers and men employed in this expedition.

Adm. Lord Keith having for some time directed his attention to ascertaining the most effectual mode of annoying the enemy's flotillas at their anchorages in front of their ports, under protection of their land batteries, at length made an experiment with the following explosion vessels, &c.: Capts. Macleod, of the *Sulphur*; Jackson, of the *Autumn*; Edwards, of the *Fury*; Collard, of the *Railleur*; Searle, of the *Helder*, defence ship; Lieuts. Stewart, of the *Monarch*; Lowry, of the *Leopard*; Payne, of the *Immortalité*; Templer, of the *Sulphur*; midshipman, Mr. Bartholomew, of the *Inflexible*. Captains, Winthrop, of the *Ardent*, and Owen, of the *Immortalité*, most zealously and usefully superintended the operations from the southward, and the Hon. Capt. Blackwood, of the *Euryalus*, from the northward. The armed launches, and other boats of the squadron, were appointed to accompany and protect them. About 150 of the flotilla were on the outside of the pier. The operation commenced at a quarter past nine o'clock in the morning, during which time several vessels, prepared for the purpose, were exploded amongst, or very close to, the flotilla; but

on account of the very great distance at which they lay from each other, no very extensive injury seemed to be effected.

BOURBON; Fr. This island surrendered to the British arms, after a slight resistance, on July 8, 1810. The land forces were commanded by Lieut.-Col. Keating, and the naval by Capt. Rowley, of the *Boadicea*. In a few hours was this rich, extensive, and valuable colony conquered, with a population of 100,000 souls, and with a loss comparatively trifling, there being about 100 k. and w.

BOWEN, Capt. Richd. the son of a captain in the merchant service, was born at Ilfracombe, a seaport town in Devonshire, in 1761. The first action in which he shewed the dawns of that courage and gallantry which afterwards shone with so bright a splendour, was on July 29, 1781, when serving in the *Foudroyant*, Capt. Jervis (afterwards Earl St. Vincent), that ship fell in with two French men of war: chase was immediately given; but the wind dying away, the boats of the squadron were ordered to tow the *Perseverance* to the enemy. On this occasion, the conduct of Mr. Bowen, who commanded one of the boats of the *Foudroyant*, excited the admiration and praise of his captain. The *Perseverance* captured the largest ship, which proved to be the *Lively* (formerly British), of 26 guns and 205 men, seven of whom were killed in the action. On April 21, 1782, he was in the glorious action which caused the surrender of the *Pegase*, of 74 guns and 750 men, to the *Foudroyant*; and he had, moreover, the honour of acting as aide-de-camp to Capt. Jervis upon this occasion; and he displayed so much courage and ability, that on the return of the *Foudroyant* into port, he received a commission from his gallant captain to act as junior lieutenant of that ship: he was also presented with a handsome sword by his friend Capt. Calder. In 1783 he went to the West Indies in the *Adamant*, Rear-Adm. Sir Rd. Hughes's flag-ship, and during a service of three years on that station, was thrice appointed a lieutenant, in vacancies, and as often disappointed of confirmation. He returned home, acting junior lieutenant of the flag-ship, and passed his examination at the Navy-Office. Notwithstanding the utmost efforts of Rear-Adm. Sir John Jervis, the Admiralty could not be prevailed upon to give him a lieutenant's commission. He went again to the West Indies in 1777, joined Com. Parker in 1778, to whom he was recommended by Sir John Jervis, and was immediately appointed acting lieutenant of the *Jupiter*, a situation in which he continued, until his hopes of confirmation were again destroyed, by the arrival of a young nobleman, Lord William Beauclerk, to supersede him. Incompetent to struggle against superior influence, he relinquished the pursuit of promotion till a more favourable opportunity should occur. Whilst serving in the West Indies, Mr. Bowen assiduously employed himself in the study of the mathematics and astronomy, in surveying coasts and harbours, and in amassing such a store of useful knowledge, as placed him on a level with our best and most celebrated navigators, of which his subsequent voyage to New Holland and India alone afforded a sufficient proof. In 1790 he rejoined his friend and patron, Sir John Jervis, on board the *Prince*, and was included in the list of the first twenty young officers, who were promoted by the Admiralty in consideration of former disappointments. He was then in his twenty-ninth year, sixteen of which he had been in the service. In 1791 he commanded a division of transports, destined to relieve the new colony in New South Wales, the supply from which being deemed

deemed by the governor inadequate to its wants, Lieut. Bowen was dispatched to Bengal for another cargo. In his way thither he passed New Caledonia, the Isle of Pines, and Terra Arsacides, forming a route never traced before. To shorten the distance, he passed through an unexplored passage, between Borneo and Paragua, into the China Sea; thence he proceeded through the straits of Malacca, and arrived at Bengal in January 1792: there having laid in a cargo of provisions, he left Bengal on April 4, reached Port Jackson on June 19, and arrived at Spithead on May 11 following; having, in little more than two years, made two voyages, one of which was round the world, in a common transport. Service more essential to his country, was never before performed by any individual, similarly employed; and, as he was presented with the thanks of the Navy Board, and of the secretary of state for the colonial department, he had the satisfaction of knowing that his exertions were duly estimated. He embarked again with his patron, Sir John Jervis, as fourth lieutenant, and signal officer, on board the *Boyne*. He was selected by his commander to command the guard and gun-boats, at the intended siege of Martinique. On February 17, 1794, Lieut. Bowen, to the astonishment and admiration of the whole fleet and army, leading in the *Boyne's* barge, followed by the boats which he had chosen to support him, attacked at midday, boarded the *Bien Venu*, a large French frigate, which lay under the walls of Fort Royal, killed, and drove over-board every man except twenty, whom, together with the captain and lieutenant, he brought off, under a smart fire of grape-shot and musketry, from the ramparts and parapets of the fort.—“The success of this gallant action,” Sir John’s official account states, “determined the general and me to attempt the fort and town of Fort Royal by assault.” In this attempt, which completely succeeded, Lieut. Bowen followed close in the wake of the gallant Faulkner; and it was mentioned in Com. Thompson’s letter to the commander-in-chief, that “a well-directed and steady fire from the gun-boats under Lieut. Bowen, was of great service.” On March 20, he was made commander, and appointed to the *Zebra*, which was afterwards actively employed in the reduction of St. Lucia, Guadaloupe, and other islands. In the month of April following he was made post in the *Veteran*. He was wounded in the cheekbone at the evacuation of Fort Matilda, in Guadaloupe, which obliged him to return to England. On October 13, 1796, being off Carthagena, he attacked and captured, after an action of an hour and twenty minutes, the *Mahonesa*, a Spanish frigate of 34 guns and 275 men. The *Terpsichore*, Capt. Bowen’s ship, 32 guns, and had 215 men. She had only 4 men w.; but the enemy had 30 k. or died of their wounds next day, and about the same number w., several of whom died afterwards. The merchants at Lloyd’s for this action voted Capt. Bowen a piece of plate, valued at 100 guineas. On December 13, 1796, he had his celebrated action with *La Vestale*, of 36 guns and 270 men. After February 14, 1797, Capt. Bowen fell in with the *Trinidad*, a Spanish first-rate, which he boldly attacked in his little frigate. Capt. Bowen, on July 24, 1797, had the glorious, but eminently hazardous post assigned him, of leading Rear-Adm. Nelson to the attack of Santa Cruz, in Teneriffe. At the head of forty or fifty of his crew, he landed at the molehead of Santa Cruz, stormed the battery, spiked the guns, and was proceeding towards the town, in pursuit of the flying Spaniards, when

a tremendous discharge of grape brought him to the ground, with his first lieutenant, and many of his brave followers; at the moment that Nelson received his wound on landing. Thus fell Capt. Rd. Bowen, than whom, says the great Nelson, a more enterprising, able, and gallant officer, does not grace his Majesty's naval service. See MEDITERRANEAN STATION, Oct. 13, Dec. 12, 1796, and TENERIFFE.

BOWEN, Capt. James, is a native of Ilfracombe. About the year 1776 he commanded a ship in the African, Canada, and Jamaica trade, on board which vessel his gallant brother, the late Capt. Richd. Bowen, first went to sea. He subsequently entered the naval service, and served as master on board the Artois frigate, Capt. M'Bride, in the battle between Sir Hyde Parker and Adm. Zoutman, August 5, 1781. Subsequent to this event, he went into the Texel, in a Dutch fishing-boat, reconnoitred the enemy's ship's at that anchorage, and made an accurate report of their condition to the Admiralty. Shortly after the Dutch squadron attempted to come out; but the Artois making signal thereof to the British ships in the offing, and the latter anchoring in the Land Deep, occasioned the enemy to put back in such confusion, that a 74 grounded and was lost on the Haax sands. On December 3 the Artois captured the Hercules and Mars, Dutch privateers, mounting 24 nine-pounders and 10 colboms each; the former having 164 men, the latter 146. The Artois had 1 man k. and 6 w.; the enemy 22 k. and 35 w. These vessels were cruising off Flamborough Head, of which Mr. B. obtained information while watching the Texel in the Artois' tender.

Early in 1782 the Artois joined the fleet under Adm. Barrington, which sailed in April for the purpose of intercepting a French squadron, then about to sail from Brest for the East Indies. On the 20th of that month, being a-head on the look out, she discovered the enemy, and succeeded in leading the British fleet to them, by which, in the course of that and the following day, the Pegase, of 74 guns, l'Actionnaire, a 64, armed *en flute*, and 12 transports, with provision and ammunition, and having on board a considerable number of troops, were captured. At the peace of 1783 he removed from the Artois with Capt. M'Bride, into the Druid frigate, on the Irish station; and in 1787, into the Cumberland, 74, stationed as guard-ship at Plymouth. In 1789 he was appointed inspecting agent of transports in the river Thames.

At the commencement of the French revolutionary war, Mr. Bowen, at the particular request of Lord Howe, joined the Queen Charlotte, a first rate, bearing his lordship's flag. The professional skill and steady conduct displayed by him, on June 1, 1794, secured the veteran admiral's lasting esteem, and obtained for him the rank of lieutenant; whilst the different captains, at his lordship's suggestion, and also to evince their high opinion of Mr. Bowen, appointed him their agent for the prizes then taken. His first appointment was to the Queen Charlotte, and he was first lieutenant of that ship in Lord Bridport's action off l'Orient, June 23, 1795, on which occasion she had 4 k. and 32 w. For his conduct on that day he was shortly after promoted to the rank of commander, and on September 2, following, was promoted to post-captain in the Prince George, 98 guns, fitting for the flag of Rear-Adm. Christian, who had recently been appointed to the command of a squadron, destined to attack the French and Dutch settlements in the West Indies.

Indies. On November 16, Rear-Admirals Christian and Pole sailed from St. Helen's, with a squadron of men of war, and upwards of 200 sail of West Indiamen and transports, on board of which were embarked 16,000 troops. This late period of the season occasioned the most disastrous result; the *Prince George* lost her rudder, and was otherwise so much disabled, that the rear-admiral, accompanied by Capt. Bowen, removed into the *Glory*, of similar force. On December 9, the squadron made another unsuccessful attempt to get clear of the Channel, and after experiencing seven weeks of the most dreadfully tempestuous weather, was again obliged to return to port.

On March 20, 1796, Rear-Adm. Sir H. Christian and Capt. Bowen, in the *Thunderer*, 74, with the *Invincible*, 74, and the *Grampus*, 54, and 4 small vessels of war, with such transports as were ready, again sailed from Spithead, and arrived at Barbadoes on April 21. On the 22d they sailed for their original destination; and after the reduction of St. Lucia, &c. Sir H. Christian being superseded, the *Thunderer* proceeded with Sir Hyde Parker to the Jamaica station, from whence Capt. Bowen returned to England in the *Leviathan*, about the end of 1797. In 1798 he was appointed to the *Argo*, 44, and assisted at the reduction of Minorca, under Sir J. T. Duckworth, and recaptured the *Peterel* sloop of war from the Spaniards. On February 6, 1779, he captured the Spanish frigate *Santa Teresa*, of 42 guns and 530 men. He subsequently went on a mission to Algiers; and whilst there procured the freedom of six British subjects, who had been fourteen years in slavery. In the month of July following the *Argo* received the flag of Earl St. Vincent, who on account of ill health had resigned his command on the Mediterranean station. On August 6, he captured the *Infanta Amelia*, a Spanish packet of 12 guns, and on the 18th landed his lordship at Portsmouth. He was afterwards employed in the protection of the Portugal and Mediterranean trade, and in addition to several privateers, captured the *San Fernando*, a Spanish letter of marque, of 12 guns and 53 men, with a cargo of considerable value, and three vessels laden with ore. In the summer of 1801 he received a letter of thanks, and a present of 400 guineas, from the Hon. East India Company, for his attention and care in convoying from St. Helena nine of the Company's ships, and an extra ship laden on their account. While performing the service alluded to, he captured two of the enemy's letters of marque. Early in 1802 he was presented with an elegant sword from the British factory at Madeira, of which island he had some time before taken possession. After having been appointed to the chief command on the coast of Africa, he returned to England and was put out of commission in 1802.

On the renewal of hostilities in 1803, Capt. Bowen was appointed to the *Dreadnought*, of 102 guns, and in the summer of that year was nominated a commissioner of the transport board. In 1805 he was employed in buoying Falmouth harbour, for the reception of the Western squadron; after which, and serving some time as captain of the fleet under Earl St. Vincent, he resumed his seat at the Board. In 1809 Commissioner Bowen rendered important services to the brave troops, recently commanded by Sir John Moore, when embarking at Corunna, for which he received the thanks of both houses of parliament. He became a commissioner of the navy in the early part of 1816.

In 1810 Commissioner Bowen received a letter from a distant relative, at that time governor of Teneriffe, where his gallant brother fell, stating that the magistrates of the island, out of regard for the memory of the deceased, and respect for the surviving relatives, had requested him to receive the gold seals, chain, and sword, of the late Capt. Richard Bowen, which had been kept ever since in the town house of that island, as a record of their defeat of the English on that occasion; and they requested the governor to beg Commissioner Bowen would accept them, as they conceived such relics would be grateful to his feelings.

BOWYER, Rear-Adm. G. See HOME STATION, June 1, 1794.

BOYLE, the Hon. Capt. Courtney. The worthy descendant of the noble family of Boyle, the early pupil and associate of Nelson, and the second son of Edmund, seventh earl of Cork and Orrery, was born on September 3, 1770. He commenced his naval career in 1780 with Capt. John Carter Allen, in the Gibraltar, of 80 guns, and on February 19, 1781, he entered as midshipman on board the Latona, of 30 guns, Sir Hyde Parker. In 1784 he was placed under the great Nelson, in the Boreas, of 28 guns, and with him proceeded to the West Indies. The following is an extract from a letter written by Lord Nelson to his father on giving him leave of absence from the ship:—"My lord, I am this moment honoured with your letter: I have great pleasure in doing what I know will give our dear Courtney so much happiness: he is amiable in the truest sense of the word, and I feel real regret in parting from him. In his professional line he is inferior to none: his virtues are superior to most." He was advanced to post rank June 30, 1797. In 1799 he sailed in the Cormorant to Egypt. The Cormorant was lost off Damietta, owing to the great incorrectness of the charts, and Capt. Boyle and his crew fell into the hands of the French, from whom, after Kleber's death, they experienced a cruel imprisonment and savage treatment, from June 14 until July 26, 1800, when they were released, and proceeded in the Mercury, Capt. Rogers, to Cyprus, to join Sir Sidney Smith. From thence he proceeded to Minorca, where the court martial took place for the loss of his ship, which terminated so honourably to himself and his officers. In 1803 Capt. Boyle was appointed to the Seahorse, and in it joined his early friend and commander, Lord Nelson, off Toulon. In 1804, the boats of the Narcissus, Seahorse, and Maidstone, made a most desperate and gallant attack on about twelve of the enemy's vessels, in the Bay of Hicres. In 1807 Capt. Boyle became a member of parliament for the borough of Bandon Bridge; and on June 10, 1809, he was nominated a commissioner of transports; in 1814, commissioner of the naval-yard at Sheerness, and in 1823 commissioner of the Navy Board.

BRACE, Capt. E. See HOME STATION, September 27, 1807, and May 19, 1808.

BRENTON, Capt. E. P. See LEEWARD ISLAND STATION, December 12—13, 1808.

BRENTON, Sir Jahleel, Bart. This officer is the son of the late Rear-Adm. Jahleel Brenton. He was born August 22, 1770, and obtained the rank of lieutenant in 1790. In 1793 he commanded the Trepassey (cut.) of 12 guns, on the Newfoundland station, and subsequently served as lieutenant of the Barfleur, 98, bearing the flag of Vice-Adm. Waldegrave (now Lord Radstock), and assisted at the defeat of the Spanish fleet, under Don Josef de Cordova,

Cordova, off Cape St. Vincent, February 14, 1797; after which he served in the *Ville de Paris*, under the flag of Earl St. Vincent. Early in 1799 he was promoted to the rank of commander in the *Speedy* (bg.) of 14 four-pounders and 60 men; and on August 9, in company with the *Defender* (priv.), captured three Spanish armed vessels, in a bay near Cape de Gatt. On October 4, he destroyed four Spanish merchant vessels, defended by a battery, in a bay near Cape Trafalgar. On November 9, in the entrance of the Strait of Gibraltar, having a transport ship and a merchant brig under his protection, he was assailed by two Spanish schooners, each carrying two long 24-pounders and 50 men; ten others, of one 24-pounder and 40 men each; and a French xebec privateer, of 8 guns, from Algeiras, all of which, by his skill and bravery, he beat off, and compelled them to seek for shelter under Fort Barbary. On this occasion the *Speedy* had only 3 killed and wounded; the enemy, according to their own account, lost 11 men. He was soon after rewarded for his gallantry by a post commission, appointing him to the command of the *Cæsar*, 80, bearing the flag of Rear-Adm. Sir James Saumarez, in which ship he was present at the unsuccessful attack on the French squadron at Algeiras on July 6, 1801; and also on the 12th, at the glorious attack on the combined French and Spanish squadron in the Strait of Gibraltar, when two Spanish ships, of 112 guns each, blew up, and the *San Antonio*, of 74 guns, was captured. In the action of the 6th, the *Cæsar* had 9 men killed and 25 wounded. The exertions made on board the squadron in general, and the *Cæsar* in particular, after the battle of the 6th, have been considered the most extraordinary in the history of naval affairs; suffice it to say, that the *Cæsar* was actually warping out of Gibraltar Mole on the 12th, at noon, of which Sir James Saumarez, in his official dispatches, makes ample mention.

On April 7, 1802, Capt. Brenton returned to England in the *Santa Dorothea*, and in November was appointed to *La Minerve* frigate, in which ship, on July 2, 1803, while in chase of some French vessels during a thick fog, and in charge of a pilot, he unfortunately ran on the western point of the cones near Cherbourg, and after sustaining the fire of two batteries, a division of gun vessels, and two heavy brigs, from the road, of several hours duration, by which *La Minerve* was greatly damaged in her hull and masts, 12 men killed, and 14 wounded, he was obliged to strike his colours. He continued a prisoner at Verdun (although attempts were made to get him exchanged) until 1807, when he returned, and was most honourably acquitted, and greatly praised for his conduct in his gallant defence of *La Minerve*, by a court martial which took place February 7. In the course of the same month he was appointed to the *Spartan*, of 46 guns; and on April 23, 1809, with the *Amphion* and *Mercury* frigates under his orders, he drove the French garrison out of Pesaro, destroyed the castle at the entrance of the port, and captured 13 deeply-laden merchant vessels. On May 2, the *Spartan* and *Mercury* blew up the castle of Ceseratico, destroyed a battery, burnt a large vessel laden with iron, captured 12 others partly laden with grain, and brought off a great quantity of hemp and iron, which had been collected in the magazines. On the 10th of the same month Capt. Brenton, in concert with Baron Ocharnick, commanding a detachment of Austrian troops, compelled the garrison of the island of Lussin, on the coast of Croatia,

Croatia, consisting of 170 men, to surrender at discretion. Early in October he assisted at the capture of Zante and Cephalonia; and on the 9th of the same month he commanded at the reduction of Cerigo, an island near the Morea, defended by three forts, with a garrison of 104 men.

On May 1, 1810, the Spartan and Success fell in with and chased a French squadron, consisting of the Ceres frigate, of 42 guns and 350 men; Fame corvette, of 26 guns and 260 men; Sparviere (bg.), of 8 guns and 98 men; and Achilles (cut.), of 10 guns and 80 men; but these vessels being favoured by light and partial breezes, escaped, and got into the Mole of Naples. Capt. Brenton now directed the Success to cruise without the island of Capri, himself continuing in the bay. At daylight on the 3d the enemy's squadron, accompanied by eight Neapolitan gun-boats, each carrying one 24-pounder and 40 men, came out, and stood towards the Spartan in close line. About eight *a. m.* the Spartan exchanged broadsides with the Ceres within pistol-shot, and soon after, passing along their line, cut off the Achilles and gun-boats from their main body. This manœuvre obliged the enemy's frigate, corvette, and brig, to wear, for the purpose of renewing their junction; but they were foiled in the attempt by the Spartan taking her station on their weather beam. A close and obstinate contest ensued; light and variable winds led them near the batteries of Baia, under which the Ceres sought protection. The crippled state of the Spartan not allowing her to follow, she bore up, and after raking the frigate and corvette, cut off and boarded the Sparviere; the Fame had her foretopmast shot away, but effected her escape with the assistance of the gun-boats, by whose fire the Spartan had been severely galled. The Spartan had 10 men killed, and 22 wounded; among the latter, Capt. Brenton, and Mr. Willis, the first lieutenant. The enemy, according to a French account, had 30 killed and 90 wounded. At the commencement of the action, the Spartan had only 258 men and boys; the enemy mustered 1108. Capt. Ayscough, who commanded the Success, had the mortification of being becalmed outside the islands, whilst his brother-officer was so actively engaged with the enemy.

For Capt. Brenton's distinguished conduct on this occasion, the Patriotic Fund at Lloyd's voted him a sword, value 100 guineas; the king of the Two Sicilies presented him with the grand cross of the Order of St. Ferdinand and of Merit. On November 3, 1812, he was raised to the dignity of a baronet of Great Britain; in January 1814, he was appointed to superintend the naval arsenal at Port Mahon; about June following, to the command of the Dorset yacht; and in the autumn of the same year, to be resident commissioner at the Cape of Good Hope; on January 2, 1815, he was nominated a K. C. B. On the reduction of the establishment at the Cape, Sir Jahleel Brenton returned from thence in the *Vigo*, 74; and on July 20, 1821, he was appointed to the command of the Royal Charlotte yacht, which he retained until May 27, 1825, when he was made colonel of marines.

BRIDPORT, Lord (formerly Alexander Arthur Hood), was the son of the late worthy vicar of Thorncombe in Devonshire, and the younger brother of Lord Hood. Educated principally, it is said, by his father, he entered early into the service, and went through his first gradations without any peculiar dawnings of character that we have been able to collect, but which, no doubt, must

must have marked and anticipated the future meridian blaze of his glory. On December 2, 1746, he was made lieutenant, and being afterwards raised to the rank of commander, was, on June 10, 1756, made post-captain in the *Prince George*, of 90 guns. During the following year he was appointed to the *Antelope*, of 50 guns; and in the month of May he fell in with the *Aquilon*, a French frigate, of 43 guns and 450 men, which, after a running fight of two hours, he drove on shore in Audierne Bay, where she was totally lost. The enemy had 30 men killed and 13 wounded; the *Antelope* had 3 killed, and the same number wounded as her antagonist. During the action, a spirited midshipman, whose name was Murray, had both his legs shot away. He was immediately carried down to the surgeon; but whilst his wounds were dressing, hearing his comrades above give three cheers, in the midst of his agony, an idea that the enemy had struck rallied the ebbing spirit of his existence, and, with the fortitude of a British sailor, he waved his hand in triumph, and expired. (*Beatsen's Naval and Military Memoirs*, vol. II. p. 182.)

In 1758, Capt. Hood served in the Mediterranean, on board the *St. George*, of 90 guns, Rear-Adm. Saunders. On his return to England he was appointed to the *Minerva* frigate, of 32 guns, and sailed, under Sir Edward Hawke, from Spithead in 1759, who, with twenty-five sail of the line, thirteen frigates, and two fire-ships, dissipated the threat of invasion long meditated by France. During the greater part of this year Capt. Hood served under Com. Duff, who relieved Capt. Reynolds in blocking up the French transports in Morbihan. Capt. Hood also captured the *Ecureuil*, a Bayonne privateer, of 14 guns and 122 men. An opportunity did not occur of adding to his laurels till January 23, 1761, when being in latitude 45 deg. 22 min. N. Cape Pinas bearing S. by E. distant 30 leagues, a large sail was discovered from the *Minerva* soon after daybreak. She was the *Warwick*, pierced for 60 guns, and now mounting 34, which had been taken from the English, commanded by M. Le Verger de Belair. Her crew amounted to about 300 men, including a company of soldiers, destined to reinforce the garrison at Pondicherry. The action commenced near twenty minutes past ten, and the fire on both sides was terrible.—“At eleven,” says the brave commander of the *Minerva*, in his letter to the Admiralty, dated at Spithead, February 3, 1761, “her main and fore-topmasts went away, and soon after she came on board us on the starboard bow, and then fell alongside; but the sea soon parted us, when the enemy fell astern. About a quarter after eleven the *Minerva*’s bowsprit went away, and the foremast soon followed it. These were very unfortunate accidents, and I almost despaired of being able to attack the enemy again; however, I cut the wreck away as soon as possible, and about one o’clock cleared the ship of it, with the loss of one man and the sheet-anchor. I then wore the ship, and stood for the enemy, who was about three leagues to leeward of me. At four o’clock I came up close to the enemy, and renewed the attack: about a quarter before five she struck, when I found she had 14 k. and 32 w.; our numbers are, the boatswain and 13 k. and the gunner and 33 w.; the former and two seamen died on the 27th. I have given my thanks to the officers and crew of his Majesty’s ship, for their firm and spirited behaviour, and I have great pleasure in acquainting their lordships with it: at nine o’clock the main-mast of the *Minerva* went away; at

at eleven the mizen-mast followed it." Capt. Hood was introduced by Lord Anson to his Majesty on February 8, and received his sovereign's thanks and acknowledgment of his conduct.

Capt. Hood's success over the Warwick had established his celebrity, and induced high expectations of his future renown in the service of his country. He was appointed in August 1761 to form part of the squadron destined to convey the Princess Charlotte of Mecklenburg Strelitz to England. Towards the conclusion of 1761, the *Africa*, a third-rate ship of 64 guns, was launched, and the command of her given to Capt. Hood. At this time Great Britain was engaged, directly or indirectly, in war with the most considerable part of the maritime strength of Europe. A rupture with Spain being considered unavoidable, Sir Piercy Brett was sent out to reinforce Sir Charles Saunders in the Mediterranean, with a strong detachment, one of which was the *Africa*. After the definitive treaty of peace, signed at Paris in February 1763, Capt. Hood obtained a guard-ship at Portsmouth, the *Thunderer*, of 74 guns. In 1766, he succeeded Sir Charles Saunders, as treasurer of Greenwich Hospital. On June 8, 1778, commanding the *Robust*, of 74 guns, he sailed with the fleet from St. Helen's, under Adm. Keppel, and signalized himself in the action off Ushant on July 27. The *Brest* fleet consisted of thirty-two sail, five frigates, and five gondolas: the Count D'Orvilliers, lieutenant-general, commanded in chief. The English fleet amounted to twenty-one sail of the line, three frigates, two armed cutters, and one fireship. Capt. Hood was stationed in the line, in the blue division, as second to Sir Hugh Palliser: his ship, though much damaged in her masts, bowsprit, rigging, and hull, had only 5 men k. and 17 w. which was ascribed to the able manner in which she was fought by her captain.

On September 26, 1780, Capt. Hood was appointed rear-admiral of the white. Having hoisted his flag on board the *Queen*, of 90 guns, he was appointed, in 1782, to command the second or larboard division of the centre squadron in the fleet sent, under the command of Lord Howe, to relieve Gibraltar. On October 19, the combined fleets, amounting to forty-five or forty-six ships of the line, having the advantage of the wind, commenced their cannonade about sunset, which was continued, at a considerable distance and with little effect, until ten at night. It was returned occasionally from different ships, as the nearer approach of the enemy afforded a favourable opportunity of making any impression upon them; the enemy hauling their wind, and the British fleet keeping on all night with full sail, the fleets separated. On his return to England, and when preliminary articles of peace were concluded on January 20, 1783, Adm. Hood was second in command at Portsmouth. The year following he was chosen member for the borough of Bridgewater. On September 4, 1787, he was made vice-admiral of the white; and on May 7, 1788, was invested with the most honourable Order of the Bath.

On February 1, 1793, Sir A. Hood was advanced to be vice-admiral of the red, with his flag on board the *Royal George*, and a command under Earl Howe, in the western squadron. On April 12, 1794, he attained the rank of admiral of the blue. On June 1, 1794, and the preceding days, the *Royal George* was conspicuous in action: she commenced it on May 29, and, during that on June 1, was exposed to an incessant and terrible cannonade. Sir Alexander, during the whole of this action, displayed his great skill and intrepidity;

intrepidity : the foremast, with the fore and main-topmasts, of the Royal George were shot away : she had 20 men k. and 72 w. On his return with the other flag-officers and captains of this veteran fleet, he was presented with the gold chain and medal, and was afterwards created by patent, bearing date August 12 following, Baron Bridport, of Crickett, St. Thomas. Soon after the conferring of these distinguished honours, Lord Bridport had an opportunity of shewing how well he merited to continue wearing them, by his conduct in the glorious action, on June 23, 1795, off Belle Isle. In April 1800, Lord Bridport resigned the chief command of the Channel fleet, on account of ill health. He died at Bath, in the 37th year of his age, leaving no issue.

The Hon. Sam. Wheeler Hood, second son of Henry Lord Hood, of Catherington, M. P. for Heytesbury, succeeds to the Irish title of Lord Bridport.

BRIGGS, Capt. See ISLE OF FRANCE.

BRISBANE, Capt. Sir Chas. Knt. See JAMAICA STATION, Aug. 25, 1806, and ISLE OF FRANCE.

BROKE, Capt. Sir P. B. V. Bart. See AMERICAN STATION, June 1, 1813. The eldest son of the late Philip Bowes Broke, of Nacton, in the county of Suffolk, was born on September 9, 1776. In his boyhood he gave presentiments of his propensity for the watery element, and those pursuits which distinguished him in his maturity. He was attached to the river's side, the banks of the Orwell ; there he contemplated with delight the fishing-boats, cutting them in paper, and forming them in wood. Being found one day upon a plank, pushing off to reach some boats at a distance, and when told of his danger and reprimanded, he observed, " Depend upon it I could have managed it." The sensibility of his heart at that early period, was an ornament to his courage. Having on one occasion given the only shilling he had about him to a poor sailor in distress, and the servant chiding him for being so lavish, he replied—" Is he not an English sailor in distress ? I only wish I had more, he should have it." On June 25, 1792, he entered as midshipman on board the Bulldog, Capt. G. Hope ; he was at the blockade and siege of Bastia, under Lord Hood ; in Lord Hotham's action with the French fleet off Toulon, on March 14, 1795 ; in that off Frejus, on July 14 ; in that with La Vestale in September ; and in that with l'Utile corvette, 130 men, which his captain, Macnamara, of the Southampton, gallantly attacked, and cut out from under the batteries of Porquerole. In 1797 he was appointed third lieutenant in the Amelia ; and on September 11, 1798, was in the action fought by Sir J. B. Warren, with the French squadron off the coast of Ireland. In 1799, he was made commander in the Falcon fire-brig ; on February 14, 1801, he was made post ; in April 1805, he was appointed to the Druid, of 32 guns ; on February 2, 1806, he captured the Prince Murat privateer, of 18 guns, and 127 men ; on May 1, he fell in with Le Pandour, French brig corvette, of the same force, and after a run of 160 miles, he drove her into Adm. Sterling's squadron, where she was given up to him, and sent to Plymouth ; in June 1806, he was appointed to the Shannon, of 46 guns ; and on December 24, 1807, was at the reduction of Madeira. On June 1, 1813, Capt. Broke being then off Boston, and observing the Chesapeake, of 44 guns, nearly ready for sea, he sent her a challenge to single combat ; but she stood out before receiving it, and a furious action ensued, which however lasted

lasted only fifteen minutes; the Chesapeake was carried by boarding, Capt. Broke being the first man on board the enemy: he was severely wounded. The Admiralty made the most handsome acknowledgment of the services rendered by the captain, officers, and ship's company of the Shannon. On September 25 he was made a baronet; the underwriters of Halifax, in Nova Scotia, presented him a piece of plate valued at 100 guineas; the city of London voted him the freedom of the city, and a sword of 100 guineas value; the thanks of the corporation of Ipswich (the freedom of which he was by birth entitled to) were presented to him, and a subscription opened by the gentry and other inhabitants of the county of Suffolk, which closed at an amount of about £730; and a convivial society at Ipswich subscribed 100 guineas for the purchase of a silver cup for him. On January 2, 1815, he was made a knight commander of the most honourable military Order of the Bath.

BROUGHTON, Capt. was descended from a younger branch of the ancient family of that name, of Broughton Hall, in Staffordshire: he went to sea in the year 1774, in the sloop Falcon, Capt. John Linzee. The Falcon was one of the ships that covered the attack on Bunker's Hill. Shortly after Mr. Broughton was made prisoner, in an attempt to bring off a schooner, which had been driven a-shore in Cape Ann Harbour. This misfortune was occasioned by the destruction of the Falcon's boats by the enemy's fire from the shore, which killed 3, and wounded several of the British; the remainder of the party having expended their ammunition, and having no means of regaining their vessel, were obliged to surrender. An exchange of prisoners taking place in December 1776, Mr. Broughton obtained his release, and joined the Eagle, the flag-ship of Lord Howe, and shortly after removed into the Haerlem, of 12 guns, commanded by Lieut. Knight. After a variety of services in this vessel, he returned to the Eagle, and arrived in his native land in October 1778, after an absence of nearly four years. He then joined the Superb, of 70 guns, bearing the flag of Sir Edward Hughes. In March 1779, the Superb, accompanied by a squadron of men of war, proceeded to the East Indies, capturing Goree on their way. The next enterprise was the reduction of Negapatam, and Mr. Broughton was appointed adjutant to the naval battalion, under the command of Capt. Thomas Mackenzie, of the Active frigate. On January 18, 1782, Mr. Broughton was commissioned to be lieutenant of the Burford, of 70 guns, commanded by Capt. Peter Rainier. He was in several well-fought, sanguinary, but indecisive actions, between the fleets commanded by Sir Edward Hughes and the French Adm. Suffrein. On peace taking place, he returned to England in June 1784, remaining there unemployed till July 1788, when he was appointed to the Orestes sloop of war, in which he continued on the home station till May 1790, when he was removed into the Victory, of 100 guns, bearing the flag of Lord Hood. He was then appointed to the command of the Chatham armed brig, destined to accompany Capt. Vancouver on a voyage of discovery. On returning to England he was made a commander in October 1793, and appointed to the sloop Prudence. Capt. Broughton sailed for Nootka Sound, in order to take possession of it, in the event of Capt. Vancouver having left that part of the world. He arrived there in March 1796, and found the place had already been restored to an English officer. This last voyage occupied him four years, during which period

period he rendered to navigation and geography essential services. He was promoted to the rank of post-captain January 28, 1797. In June 1801, he was appointed to command the *Batavia*, of 64 guns; and this ship being paid off, to the *Penelope*, of 36; on May 23, 1807, he was appointed to the *Illustrious*, of 74 guns. After forming part of the expedition to Walcheren, he proceeded with a convoy to the East Indies in 1810, and arrived in time to join the expedition against the Isle of France, in the conquest of which he signalized himself. He then went to Madras, and finding himself senior officer in the Indian seas, by the death of Adm. Drury, he hoisted a broad pendant, and in conjunction with Sir Samuel Auchmuty, reduced the island of Java, and returned to England, after an absence of three years. He was appointed in May 1815 to the command of the Royal Sovereign, bearing the flag of Rear-Adm. Sir B. Hallowell; after which, on the peace taking place, to the *Spencer*, of 74 guns, one of the guard-ships at Plymouth. Though unsuccessful in his efforts to obtain the insignia of a knight-commander, he received the honourable and lucrative appointment of colonel of royal marines. When the command of the *Spencer* had ceased, Capt. Broughton retired to Florence, in Italy, where he died March 12, 1822. See HALIFAX STATION, May 17, 1894; ISLES OF FRANCE and JAVA.

BUENOS AYRES. On June 28, 1806, this capital of one of the richest and most extensive provinces of South America, and remarkable for the salubrity of its climate, surrendered to the land and sea forces under the command of Major-Gen. Beresford and Com. Sir H. Popham; the operations of the fleet and army were few and decisive. The commodore, after surmounting all the difficulties in his progress up the river, arising from the shoalness of the water, adverse winds and currents, continual fogs, and great inaccuracies of the charts, anchored in the afternoon of the 25th off Point Quelmey à Pouichin, about twelve miles from Buenos Ayres. The army was landed without opposition, consisting of the detachment of troops from the Cape, and that from St. Helena, with the marine battalion, under the orders of Capt. King, of the *Diadem*, 64, which was composed of the marines of the squadron, augmented with the addition of some seamen, and three companies of the Royal Blues. The enemy was posted at the village of Reduction, on an eminence about two miles from the beach, which the troops gained, and on commencing a fire of small arms, the Spaniards fled in every direction, leaving their artillery behind them. Gen. Beresford then proceeded to the bridge over the Riachuelo, a river at this season of the year not fordable, and which lay between the army and the city, distant from it about three miles. The enemy had, however, burnt the bridge before he could reach it. After a feeble opposition from about 2000 infantry, a passage across the river was in a short time effected. The troops which had appeared the last two days seemed almost entirely provincials, with a considerable proportion of veteran officers; the British army amounted to 1634, officers and men. The loss, fortunately, bore no proportion to the magnitude and importance of such a conquest: it was 1 killed, 12 wounded, and 1 missing. Prize-money to the amount of 1,291,323 dollars was taken, 1,086,208 of which was embarked on board the *Narcissus* for England; the remainder, 205,115, was reserved for the exigencies of the army and navy. The merchandise in the King's, and Phillipine Company's stores, with the little

that was retained of floating property, was valued at between 2 and 3,000,000 dollars. The coasting vessels in the river, 180 in number, supposed with their cargoes to amount to 100,500,000 of dollars, were restored to the proprietors. In short, the proceedings of the general and commodore, in this and other respects, were well calculated to conciliate and impress upon the minds of the people the honour, generosity, and humanity of the British character. The squadron employed on this service was the *Diadem*, 64, Com. Sir H. Popham, Capt. W. King; *Narcissus*, 32, Ross Donnelly; *Raisonné*, 64, J. Rowley; *Diomede*, 50, Hugh Downman; *Encounter* (gun-brig), 14.

Buenos Ayres was recaptured August 12, 1806, and Major-Gen. Beresford, with the forces under his command, after a most able and gallant defence, were made prisoners of war. The killed, wounded, and missing, amounted to 165; and these misfortunes were principally occasioned by the inhabitants firing from the tops of the houses, and even churches. The Spaniards confessed to 700 killed and wounded.

On July 5, 1807, an unsuccessful attempt was made by the army under Lieut.-Gen. Whitelock, for the reduction of Buenos Ayres. The squadron and transports which sailed from St. Helena were under the orders of Rear-Adm. Murray, of the *Nereide*, 36. After much efficient co-operation on the part of the navy, the army was landed, without opposition or accident, on June 28, near Barragon, about twenty miles to the eastward of Buenos Ayres. The army, in its march towards this city, suffered most severely in passing deep marshes, and having been obliged to leave their provisions behind them—a supply of which was immediately landed from the *Encounter* and transports. Gen. Whitelock, intending to go to the westward of Buenos Ayres, requested the admiral by letter to send the ships having heavy artillery there, and likewise provisions, which was accordingly done. On July 5, a general attack was made on the city by the army with unloaded pieces, no firing being permitted until the columns had reached their final points and formed. The preparations for defence were, however, so truly formidable, that a most destructive conflict took place. The streets were intersected by deep ditches, planted with cannon, pouring showers of grape in every direction upon the advancing columns; which were, moreover, exposed to musketry, hand-grenades, bricks, and stones, from the tops of the houses. Every householder, with his negroes, defended his dwelling, each of which was in itself a fortress, the doors being barricaded in so strong a manner as to render them almost impregnable. The whole male population of Buenos Ayres seems, indeed, to have been employed in its defence. The result of this day's action was the possession of the Plaza de Toros, a strong post on the enemy's right, and the *Residencia*, another strong post on his left, whilst the general-in-chief occupied an advanced position opposite his centre; but these advantages had cost about 2500 men in killed, wounded, and prisoners. This was the situation of the army on the following morning, when the enemy's general, Liniers, offered to give up all prisoners taken on the 5th, together with the 71st regiment, and others, taken with Brig.-Gen. Beresford, on condition of the British army being withdrawn from the river Plate, intimating at the same time, from the exasperated state of the populace, he could not answer for the safety of the prisoners, if offensive measures were persisted in. Accordingly, a treaty

a treaty was entered into, by which Buenos Ayres was evacuated, the British army retiring to Monte Video, which was also to be delivered up at the end of two months to the Spanish authorities.

BULLEN, Capt. C. See **TRAFALGAR**.

BULLER, Vice-Adm. Sir E. was born on December 24, 1764, and entered the service at the age of twelve. He was in Adm. Keppel's engagement with the Count d'Orvilliers, on July 27, 1778. After obtaining the rank of lieutenant, he was removed to the *Sceptre*, of 64 guns. In 1783, he was promoted to the rank of commander, in the *Chaser* sloop of war. On July 19, 1790, he was made post-captain. On every occasion he displayed the most determined gallantry and resolution. He was made rear-admiral of the blue in 1808, and a baronet; on October 25, 1809, rear of the white; July 31, 1810, rear of the red; August 12, 1812, vice of the blue; June 4, 1814, vice of the white; and in 1820, vice of the red. He died in 1824.

BULLER, Capt. J. killed. See **LEEWARD ISLAND STATION**, October 17, 1807.

BUONAPARTE. This most extraordinary genius, after an unprecedented elevation to the pinnacle of human power and grandeur, was compelled, by a sudden reverse of fortune, to abdicate the thrones of France and Italy. The instrument of abdication is as follows:—"The allied powers having proclaimed that the Emperor was the only obstacle to the re-establishment of the peace of Europe, the Emperor Napoleon, faithful to his oath, declares, that he renounces for himself and his heirs, the thrones of France and Italy, and that there is no personal sacrifice, even that of life, which he is not ready to make to the interest of France.—Done at the Palace of Fontainebleau, the 5th April 1814."

Buonaparte, after his abdication, was sent to the island of Elba, in the *Undaunted*, 38, Thomas Usher, and was landed May 8, 1814, at Porto Ferrario. Like a thunderbolt he made his descent in France on March 1, 1815, at the head of about 800 men, where being speedily joined by his old companions in arms, he marched in triumph to Paris, which the king had left, and quietly resumed the exercise of the imperial power. It was, however, but a short reign, of about one hundred days, when the memorable and decisive battle of Waterloo took place, which terminated his political career, and banished him for the remainder of his life to the island of St. Helena, where he died May 5, 1821. See **HOME STATION**, July 15, 1815.

BURKE, Capt. H. See **HOME STATION**, August 25, 1803.

BURLTON, Capt. G. See **HOME STATION**, March 2, 1795, and **MEDITERRANEAN STATION**, February 13, 1814.

BURROWES, Capt. killed. See **HOME STATION**, October 12, 1806.

BURT, Capt. See **ST. DOMINGO**.

BURY, Adm. Sir Richd. entered the navy in the year 1772; was made lieutenant in 1778; served under Adm. Rodney, as second of the *Agamemnon*, of 64 guns, Capt. Caldwell, in the memorable action with the Count de Grasse, on April 12, 1782. He was promoted to the rank of commander in the year 1789. On November 22, he was made post-captain. On July 31, 1810, he was promoted to the rank of rear-admiral of the blue; on August 1, 1811, to that of rear-admiral of the white; and on the 12th of the same month to that of rear-admiral of the red. He died in 1821.

BURGES, Capt. R. R. killed. See CAMPERDOWN.

BYARD, Capt. Sir T. See CAMPERDOWN.

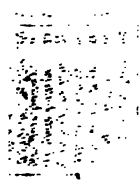
BYNG, Capt. G. See CAPE OF GOOD HOPE.

C.

CADIZ. Five French ships of the line and one frigate, in the harbour of Cadiz, surrendered to the Spanish arms June 17, 1808.

CALDER, Adm. Sir Robert, was born July 2, 1745, and entered the naval service in the Nassau. He was at the attack and conquest of the island of Goree, in 1758, and was severely wounded. In 1761 he was at the reduction of the islands of Dominica and Martinique, and in the following year was made lieutenant. He was in the Victory, of 100 guns, and present at the encounter off Ushant, on July 27, 1778. In 1779 he was promoted to the rank of commander, and in August 1780 he was made post-captain. In 1782 he proceeded in the Diana, with Lord Howe, to the relief of Gibraltar. He was appointed first captain to the Victory, and was in the action of February 14, 1797. In 1799 he was made rear-admiral. On July 22, 1805, with only fifteen sail of the line, two frigates, one cutter, and one lugger, he beat twenty sail of the line, seven frigates, and two brigs, taking two ships, of 84 and 74 guns. The public expectation, notwithstanding, seemed to have been too sanguine, and the admiral demanded a court martial, the result of which was, a severe reprimand for not having done his utmost to renew the engagement, and to take or destroy every ship of the enemy, which neglect was attributed to an error in judgment. The admiral, notwithstanding this sentence, which was generally regarded as severe, was, in 1808, promoted to be vice-admiral of the red; in 1810, admiral of the blue; in 1813, admiral of the white; in 1815, appointed to be a knight-commander of the most honourable military Order of the Bath; and died in 1818. See ST. VINCENT.

CALDWELL, Adm. Ben. was the descendant of a respectable and ancient family, originally from Scotland, went to sea, in 1756, in the Isis, Capt. Edw. Wheeler; in 1759 he was removed to the Namur, the flag-ship of Adm. Boscawen; he was consequently in the celebrated action on August 17, off Lagos with the French fleet, then commanded by Adm. M. De la Clue. On November 20, Mr. Caldwell was also in the victory obtained by Sir Edw. Hawke over the French commander, M. de Conflans; and on his arrival in England, he was made a lieutenant on board of the Achilles, the Hon. Capt. Barrington. On May 24, 1762, he was appointed to the command of the Martin slp. and on April 1, 1765, he was made post in the Milford frigate; in 1768 he was appointed to the Rose, of 20 guns; and 1775 to the Emerald of 32 guns. The Emerald was ordered to the North American station, under Lord Howe, where she remained till 1779. On this service Capt. Caldwell had various opportunities of distinguishing himself, by his diligence, activity, and gallantry, and more particularly in blockading the Capes of Virginia, where he took the Virginia frigate, and numerous other small vessels. In 1779 he was appointed to the Hannibal, of 50 guns; and in 1781 to the Agamemnon, of 64 guns. This ship was one of the squadron commanded by the unfortunate Adm. Kempenfelt. Being thirty-five leagues distant from Ushant on December 12, the hostile fleet was descried, and twenty sail of the convoy captured. Capt. Caldwell was detached in quest of any straggling



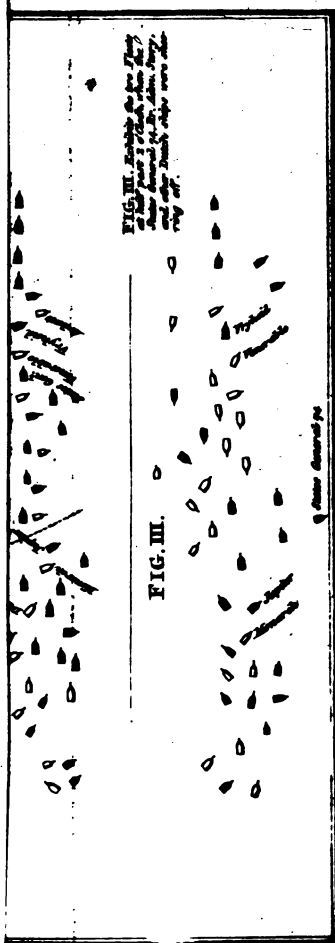


FIG. III. *Section of the stem of a plant showing the vascular bundles and other structures.*

FIG. III.

q. 1000. 1000. 1000.

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straggling ships of the enemy. On December 25, the *Agamemnon* fell in with seven sail of transports, laden with troops and naval stores, bound for Martinique, and captured five of them. Soon after this he was ordered to the West Indies, and was with Adm. Rodney on the glorious 12th of April 1782. His ship had 14 seamen k. and 22 w.; two of her lieutenants, Inledon and Brice, were also wounded, the latter afterwards dying of his wounds. In 1787, Capt. Caldwell was appointed to the *Alcide*; and in 1790 to the *Berwick*, of 74 guns; on February 1, 1793, he was promoted to the rank of rear-admiral of the white; and being afterwards appointed to command in the Channel fleet, as second to Lord Howe, in 1793-4, he hoisted his flag on board the *Cumberland*, of 74 guns; on April 12, 1794, he was promoted to be rear-admiral of the red, and he hoisted his flag on board the *Impregnable*, of 98 guns. He was in the action on June 1, as may be seen by referring to that head; and though a brave and meritorious officer, was, with three or four others, most unaccountably omitted in the honourable mention made by Lord Howe, in his official dispatches, of those whom he thought entitled to his "particular thanks" for their exertions on that occasion; on July 4 he was made vice-admiral of the blue. He was directed to join Sir J. Jervis on the Leeward Island station; and after shifting his flag into the *Majestic*, of 74 guns, he proceeded thither on October 13 following. Sir John Jervis's health being impaired, he returned to England, and left our officer as his successor in the command. He remained on this station till 1795, when he was relieved by Sir John Laforey, and he returned to England in the *Blanche* frigate. On February 14, 1799, our veteran officer, as a reward for a long series of services rendered to his country, was promoted to the rank of admiral of the blue; in 1804 to that of the white; and in 1805 to that of the red. He died in 1820.

CAMPERDOWN, Battle off. On October 9, 1797, signal was made from a vessel at the back of Yarmouth Sands, that the Dutch fleet in the Texel, taking advantage of the temporary absence of the British off that coast, who had put into Yarmouth Road for the purpose of some necessary repairs, had put to sea. The British immediately got under way; and in the morning of the 11th, Admiral Duncan, having made signal for a general chase, soon obtained sight of them, forming in a line, on the larboard tack. The wind was at N. W. Shortly after, the land between Camperdown and Egmont was seen about nine miles to leeward of the enemy. The admiral's signal was then made to bear up, to break their line, and engage to leeward, each ship her opponent. This was skilfully effected, and thus the British got between the enemy and the land, to which they were fast approaching.

Vice-Adm. Onslow, in the *Monarch*, bore down on the enemy's rear in the most gallant manner, his division following his example; and the action commenced about forty minutes past noon. The Venerable, Adm. Duncan's flag-ship, soon passed through the Dutch line, and began a close action, with her division on the van of the enemy, which lasted near two hours and a half, when all the masts of the *Vreyheid*, Adm. De Winter's flag-ship, went by the board: but she was still defended in a most heroic manner, until, being overpressed by numbers, her colours were struck. The vice-admiral's flag-ship, the *Jupiter*, was also dismasted, and struck to Vice-Adm. Onslow, and at this time many more had struck, namely,

the Jupiter (since *Camperdown*), 74; Haerlem, 68; Adm. Devries, 68; Gelykheid, 68; Wassenaer, 64; Hercules (since *Delft*), 64; Delft, 56; Alkmaar, 56; Munnikkendam, 44; and Ambuscade, 32. The fleet was now in nine fathoms water, and not more than five miles from the coast, upon which the wind had constantly blown, and the ships were by that circumstance much dispersed. Those of the enemy which we have named were taken possession of; but the rest, taking advantage of the night, and being so near their own coast, succeeded in making their escape into the Texel. The ships which escaped were—the States-General, 74, Rear-Adm. Story; Brutus, 74; *Cerberus, 68; *Leyden, 68; *Beschermer, 54; *Batavier, 64; *Mars, 44; *Heldin, 32; *Minerva, 24; *Waaksaamheid, 26; Daphne (bg.), 18; Atalanta, 18; Ajax, 18; Galathee, 16; and Haasje, 6. Those to which this mark * is affixed, were afterwards taken, as hereafter mentioned.

The names of the ships which composed the British fleet, with the number of killed and wounded in each respectively, were as follows: viz. Russel, 74, *H. Trollope, 24 w.; Director, 64, *W. Bligh, 7 w.; Montague, 74, *J. Knight, 3 k. 5 w.; Veteran, 64, *G. Gregory, 4 k. 21 w.; Monarch, 74, *Vice-Adm. R. Onslow, *Capt. E. O'Brien, 36 k. 100 w.; Powerful, 74, *W. O'Brien Drury, 10 k. 78 w.; Monmouth, 64, *J. Walker, 5 k. 22 w.; Agincourt, 64, J. Williamson, none; Triumph, 74, *W. H. Essington, 29 k. 55 w.; Venerable, 74, *Adm. A. Duncan, *Capt. W. G. Fairfax, 15 k. 62 w.; Ardent, 64, R. P. Burges, 41 k. 107 w.; Bedford, 74, *Sir T. Byard, 30 k. 41 w.; Lancaster, 64, *J. Wells, 3 k. 18 w.; Belliqueux, 64, *J. Inglis, 25 k. 78 w.; Adamant, 50, *W. Hotham, none; Isis, 50, *W. Mitchell, 2 k. 21 w. These ships formed the British line, to which may be added the following frigates, &c. which acted as repeaters of signals, viz. the Beaulieu, 40, F. Fayerman; Circe, 28, P. Halkett; Martin (slp.), 16, Hon. C. Paget; Rose (hired cutter), 10, Lieut. Joseph Brodie; King George (hired cutter), 12, Lieut. James Rains; Active (hired cutter), 12, Lieut. J. Hamilton; Diligent (hired cutter), 6, Lieut. T. Dawson; and Speculator (hired lugger), 8, Lieut. H. Hales. Hence it appears that the total of the British fleet was 24 ships, with 1198 guns, which had, in all, 203 k. and 539 w. and that the total of the Dutch fleet was 26 ships, with 1255 guns: of their loss we possess no accurate account; but it was admitted that, in the two ships only which bore the admiral's flags, no less than 500 men were killed and wounded.

The brave Capt. Burges, who brought the Ardent into action in the most gallant and masterly manner, was unfortunately killed soon after the engagement commenced. The command of that ship thence devolved on Lieut. John Phillips, who continued the contest with the greatest spirit and intrepidity. The Delft unfortunately sunk soon after the engagement, and some of the people were lost. The Munnikkendam was also lost before she could be brought home; the Ambuscade was driven by rough weather on the coast of Holland, and retaken; but she was again captured, as stated hereafter. For their meritorious conduct in this engagement, Adm. Duncan, his officers, and seamen, received the thanks of both houses of parliament. The admiral was rewarded by his majesty with the dignity of a viscount of Great Britain, and a pension of £3000 per annum for his public services. Vice-Adm. Onslow was created a baronet. The king was also pleased to honour Capt. H. Trollope and

and W. G. Fairfax with the Order of Knights-Bannerets. Medals were likewise presented to the flag-officers and captains of the line-of-battle ships, as to those who particularly distinguished themselves in the engagement with Earl Howe, on June 1, 1794. The names of the officers to whom medals were presented, are distinguished above by this mark *. The City of London presented Adm. Duncan with its freedom, and a sword of the value of 200 guineas; and to Vice-Adm. Onslow the freedom, with a sword of the value of 100 guineas.

October 30.—The king embarked in the Royal Charlotte yacht, to pay a visit to the admiral and his prizes at the Nore; but from adverse winds, after sailing part of the way, was obliged to return. See DUNCAN, Lord.

CAMPBELL, Adm. Sir Geo. G. C. B. This officer was the third son of the late Pryce Campbell, Esq. of Cawdor Castle, and brother of Lord Cawdor: he was born on August 13, 1761, and entered the navy at an early age. On November 9, 1781, he was made post captain, and during the remainder of the American war, commanded the *Aurora*, of 28 guns. Soon after the general peace he was appointed to the *Orpheus*, of 32 guns. At the commencement of the late war, Capt. C. commanded the *Leda* frigate; and on June 9, 1793, captured *L'Eclair*, of 22 guns, in the Mediterranean; in the following year he commanded the *Terrible*, of 74 guns, which ship formed a part of the fleet under Adm. Hotham, in the partial actions of March 14, and July 13, 1795, which ended, the former in the capture of the *Ca Ira*, 80, and the *Censeur*, 74; the latter, in that of *L'Alcide*, 74. In April 1796, Capt. C. was appointed to the *Dragon*, of 74 guns; on January 1, 1801, he was promoted to the rank of rear-admiral of the blue, and hoisted his flag in the *Temeraire*, of 98 guns, attached to the Channel fleet; he was made vice-admiral of the blue December 13, 1806; in 1809 he had his flag on board the *Princess of Orange*, 74, in the Downs, as commander-in-chief; on June 4 he was made admiral of the blue; on January 2 following he was nominated a knight-commander of the Bath; on May 21, 1818, Sir George hoisted his flag on board the *Queen Charlotte*, of 108 guns, Capt. Thomas Briggs, as commander-in-chief, at Portsmouth; on August 12, 1819, he became admiral of the white; on June 8 following he received the grand cross of the Order of the Bath. He closed his life, on January 23, 1821, in a paroxysm of mental oppression (occasioned as it is supposed by a determination of blood to the brain), by shooting himself with a pistol. The profession has thus lost an esteemed member, and the world a good man.

CAMPBELL, Capt. P. See HOME STATION July 9, 1800; MEDITERRANEAN STATION, May 10 and June 27, 1812.

CAMPBELL, Capt. R. was born about the year 1770 in Scotland; was made lieutenant in 1790; participated in the action between Adm. Hotham and the Toulon fleet, which terminated in the capture of the *Ca Ira*, of 80 guns, and the *Censeur*, of 74. He was afterwards in the memorable action of February 14, 1797, and was in consequence made commander. In 1815, having the command of a detached squadron, he obtained the surrender of Naples; and on November 2 he died, at his lodgings in New Bond-street, deeply lamented by his family, and numerous friends. See NAPLES.

CAPE OF GOOD HOPE, and EAST INDIA STATIONS, Occurrences on the—1793. No sooner was the war between England

land and France known in the East Indies, than Pondicherry, together with all the other French settlements, were taken possession of by the British forces.

1794.—Com. Peter Rainier arrived in Madras Roads in the month of October, to take the chief command in the East Indies.

May 5.—The Orpheus, 32, Capt. H. Newcome, with the Centurion, 50, Capt. S. Osborne, and the Resistance, 44, Capt. E. Pakenham, just in sight, off the Mauritius, fell in with La du Guay Trouin, of 34 guns, and 400 men, which struck after a sharp contest. This ship had been the East India Company's ship Princess Royal, having been captured some time before, and afterwards fitted out by the French as a ship of war.

On September 28 a French squadron appeared off Sierra Leone, and obliged the settlement to surrender.

On October 22 the Centurion, 50, Capt. Osborne, and Diomedé, 44, Capt. M. Smith, in cruising off the island of Mauritius, discovered and chased three ships and a brig—La Sybille, of 40 guns; La Prudente, of 36 guns; a ship of 26 guns; and a brig of 22. At half-past three *p. m.* she came within half musket shot, when the French commodore commenced a brisk action; at four, the latter made sail, and was followed by the rest of the ships, except the largest, which, at forty-five minutes past five, having her fore topmast shot away, bore up before the wind, the ships ahead following, and one of them took her in tow. The Centurion and Diomedé wore after them; but such was the damaged state of the Centurion's mast and rigging, that any farther pursuit was impossible, and it became necessary to put the ship's head to sea, to prevent the masts falling overboard. The enemy entered Port Louis, in the Mauritius; La Sybille, who had stood the brunt of the action, four hours after she entered the port, was obliged to be run ashore to avoid sinking.

CAPE OF GOOD HOPE, Capture of the—1795. Early in July, Vice-Adm. the Hon. Sir G. K. Elphinstone, arrived with his squadron in Simon's Bay, near the Cape Town, and summoned the Dutch governor to surrender, which was peremptorily refused. On the 14th of this month, 450 of the 78th regiment and 350 marines from the squadron were landed, and took possession of Simon's Town, which the governor had ordered to be burnt. The general finding himself much annoyed by the Dutch militia and Hottentots from the strong pass at Muissenberg, resolved to carry it, for which purpose 1000 seamen, under Capt. Hardy and Spranger, were landed to co-operate with the army. August 7, Com. Blankett, at one o'clock, having brought the ships, &c. destined for the service abreast of an advanced post, the enemy abandoned that after a few shot had been fired, with another. The ships arrived soon after opposite to the Dutch camp, and opened so well-directed a fire, that the enemy fled with great precipitation, leaving several guns behind them. The next day they collected all their strength, and marched with eight pieces of cannon, with an intention to regain, if possible, the advantageous position they had lost; but they were every where beaten back and repulsed. Upon this occasion Capt. Hardy and Lieut. Coffin highly distinguished themselves. The enemy afterwards were successful in several attacks, and meditated a general attack in the night of September 3; but this was disconcerted by the appearance of fourteen sail of East Indiamen, which anchored in the bay, and had a large body of troops on board, under the

the command of Major-Gen. Alured Clarke. With this accession of strength, it was resolved to make an immediate attack on the Cape Town; and on the morning of the 14th the whole army began its march, each man carrying with him four days' provision. Capt. Acland, of the Brunswick Indianman, volunteered his people to drag the cannon. Com. Blankett at the same time made a diversion on the side of Table Bay, with the *America*, 64; *Echo*, *Rattlesnake*, sloops; and *Bombay Castle Indianman*. This preparation so much alarmed the enemy, that the governor, M. Sluyskin, at eleven at night, sent out a flag of truce, and on the 16th the whole of this valuable colony was surrendered to the English. The regular troops taken in the garrison amounted to about 1000 men. Vice-Adm. Elphinstone, in his public dispatches, very honourably mentioned the ability and exertions of Com. Blankett; Capts. Douglas, Hardy, and Spranger; Lieuts. Tod and Ramage; and Mr. C. Adam, midshipman of the *Monarch*. Mr. Tod was afterwards captain of the *Queen Charlotte*, and lost his life when she was burnt in the Mediterranean in 1800. Five Dutch East India ships were taken in Simon's Bay, one of which, carrying twenty-six guns, was commissioned, her name changed to the *Princess*, and the command given to Capt. T. Hardy. In Table Bay were taken the *Castor* and *Star*, armed brigs, of which the latter was taken into the service.

This colony was ceded at the peace of Amiens, March 27, 1802, but was re-captured January 9, 1806, by the joint co-operation of the army and navy, under the respective commands of Major-Gen. Sir David Baird and Com. Sir Home Popham. After surmounting considerable obstacles in effecting a landing, owing more to the nature of the shore, and the greatness of the surf, by which one boat was upset, and thirty-six men were lost, than the opposition of the enemy, the army was disembarked on the 8th, in Lospards Bay, about sixteen miles to the northward of Cape Town. It consisted of about 4000 men, was formed into two brigades, with two howitzers and six light field-pieces, and moved off the road which leads to Cape Town. Having ascended the summit of the Blauw-Berg, or Blue Mountains, and dislodged the enemy's light troops, their main body was discovered to be drawn up in two lines, and advancing to meet the British army. Their force was about 5000 men, the greater proportion of which was cavalry, and twenty-three pieces of cannon, yoked to horses, the disposition of which, and the nature of the ground occupied by the enemy's troops, made it evident that they intended to refuse their right wing, and with their left to turn the right flank of the British; but this design was frustrated by Major-Gen. Baird forming the army into two columns, the second brigade, under Brigadier-Gen. Ferguson, keeping the road, whilst the first struck to the right, and took the defile of the mountains. The line was then formed with equal celerity and order, and the left wing, composed of the Highland brigade, was thrown forward, and advanced with the steadiest step, under a very heavy fire. Nothing could surpass or resist the determined bravery of the troops, headed by their gallant leader; and the number of the enemy who swarmed the plain served only to augment their ardour, and display their discipline. The enemy maintained his disposition obstinately; but in the moment of charging, the valour of British troops bore down all opposition, and forced him to a precipitate retreat. His loss in this engagement

ment was reputed to exceed 700 men in killed and wounded; that of the British, chiefly arising from casualties, was 16 killed, 193 rank and file wounded and missing. Gen. Baird, in his dispatch, highly eulogised the cordial, able, and zealous co-operation of Sir Home Popham and his officers, and the gallantry of the British seamen. Such of the ships as could be spared coasted the enemy's shore, throwing shot among his troops and people, and contributing to keep him ignorant of the actual place of disembarkation. A very spirited effort was made by the marines of the fleet, commanded by Capt. G. Byng, and a party of seamen from the *Diadem*, under the commodore's immediate command, to occupy a position in Reit Valley, and to co-operate with the army. The ships which assisted in the reduction of this settlement were, the *Diadem*, 64, Com. Sir H. Popham, Capt. Downman; *Belliqueux*, 64, G. Byng; *Raisonné*, 64, J. Rowley; *Leda*, 38, R. Honeyman; sloops, brigs, &c.

July 26.—The port of Trincomale, in the island of Ceylon, surrendered to the British, and on August 17, the settlement at Malacca. See *TRINCOMALE* and *MALACCA*.

1796, February 16.—Rear-Adm. Rainier reduced the Dutch settlement of Amboyna and its dependencies; and on March 8, Banda was also surrendered. At Amboyna were 81,112 rix dollars, and 515,940 lb. weight of cloves. In the treasury of Banda, 66,675 rix dollars, 84,777 lb. of nutmegs, 19,587 lb. of mace, beside other merchandise of great value. See *AMBOYNA* and *BANDA*.

The *Sceptre*, 64, Capt. W. Essington, in company with several English East-Indiamen, captured, off St. Helena, five sail of Dutch East-Indiamen, one of which proved so leaky that the crew was taken out, and the vessel destroyed.

February 16.—Colombo, in the island of Ceylon, surrendered to the British forces. See *COLOMBO*.

August 15.—This evening the squadron under the Hon. Sir G. K. Elphinstone, which had been refitting in Simon's Bay, Cape of Good Hope, got under way, the admiral having had intelligence that a short time before several ships had been seen in the offing from Saldanha Bay. Sir George had sailed before with the same intent, but had been forced back by stress of weather. The squadron arrived off Saldanha Bay on the 16th, at sunset, and seeing the enemy's force much inferior to his own, stood into the bay in the order of sailing, and anchored within gun-shot of the hostile ships. To save the useless effusion of blood, Lieut. Coffin, of the *Monarch*, was sent with a flag of truce to the Dutch admiral Lucas, who, having requested leave to consult all the officers of his squadron, on the next morning capitulated, and the whole were taken without firing a gun. Capt. Aylmer, of the *Tremendous*, was sent to England with the news of this capture, which consisted of two ships of 64 guns, one of 54, 44, 40, 28, 26, and 18 guns; and the *Maria* (S. S.), of 112 men.

In October, Rear-Adm. Pringle succeeded Sir G. K. Elphinstone, who sailed for England, in the chief command on this station.

In December, Capt. Spranger, in the *Crescent* frigate, in company with the *Braave* and *Sphinx*, destroyed a settlement of the French at Foul Point, Madagascar, and took two ships, a brig, a cutter, and a lugger, lying at anchor there. See *FOUL POINT*.

1797, October.—Nothing of importance occurred at the Cape till this month, when the spirit of mutiny, which had threatened such

such direful effects in England, began to shew itself. The crew of the Tremendous, 74, rose on their officers, and the delegates threatened to try Capt. G. H. Stephens, their commander, for cruelty and misconduct. The mutineers, however, having been brought to a sense of their misconduct, were pardoned, and returned to their duty. Capt. Stephens, considering the charge of misconduct and cruelty as prejudicial to his honour and character, demanded a court-martial, which was held on board the Sceptre, in Table Bay. The court, seeing nothing to criminate Capt. Stephens, broke up. The court, however, had not long been dissolved, before the Sceptre, and some other ships, broke out into the most violent acts of disobedience. A council was immediately held on shore, when Lord Macartney, the governor, Adm. Pringle, and Gen. Dundas, resolved to bring the ringleaders to punishment. The batteries on shore were instantly manned, and above 100 pieces of cannon were pointed at the Tremendous, as the most refractory ship; red-hot balls were also threatened to be fired at her from the Amsterdam battery, abreast of which she lay, if the mutineers refused to deliver up the ringleaders and delegates. A proclamation was issued at seven in the morning, and two hours only given for the mutineers to deliberate. Ten minutes before the expiration of the time the flag of submission was hoisted, which was followed by the other ships. The delegates being given up, some were executed, others were flogged, and good order once more prevailed in the fleet.

Capt. E. Pakenham, of the Resistance, 44, cruising in the Straits of Banda, sent Lieut. Oakes to seize a Malay vessel at some distance, which he effected; but, suffering the Malays to remain at large about the vessel, the principal Malay killed one of the seamen. Lieut. Oakes, as soon as he heard of the affair, went to question the offender, who creased him also, and he fell dead at his feet. Upon this the English flew to arms, and dispatched every Malay that did not jump overboard.

August 1.—A mutiny took place on board the Lady Shore convict-ship, bound to New South Wales. A number of French emigrants and deserters had been put on board, who, with the seamen, seized the arm-chest, and took possession of the ship. Mr. Lambert, chief mate, was killed; and Capt. Wilson was murdered by Jean Prevot, who suffered at Execution Dock for this crime in December 1799. The mutineers then put 29 of the people into a boat, who, after two days, arrived at a Portuguese settlement at Rio Grande, and were humanely treated. They afterwards reached Lisbon, and thus were conveyed in English ships home.

1798, *April 5.*—The Princess Amelia, Capt. Ramsden, accidentally caught fire off Enore, and was entirely consumed; out of 189 on board, Mr. Miller, fifth mate, and 39 others, perished.

April 20.—The Raymond and Woodcott East Indiamen were captured in Tellicherry Roads by La Precieuse French frigate, of 40 guns.

The late much-lamented Capt. Cooke, who commanded La Sybille frigate, stationed for the protection of the trade in the China Seas, in company with the Fox, Capt. P. Malcolm, were particularly active in January and February. On January 11, they made Luconia, and on the 12th captured a coaster, out of which they took 4000 dollars, and then liberated the vessel and people.

people. On the 13th they entered the Bay of Manilla, and the next day stood towards Manilla Town, where, by some well-executed manœuvres, they captured three gun-boats, a guard-boat, &c. belonging to the King of Spain. On the 15th, finding they were discovered to be enemies, they left the bay, with the three prize gun-boats, one of which was unfortunately lost on the night of the 19th, in a hard squall: Lieut. Rutherford, of the Fox, Mr. Nicholson, midshipman, and 11 seamen, went down with her. On the 23d they arrived off Samboangon, and engaged the fort, in which Mr. Standings, master of the Sybille, was killed; but the fort being too strong for their little force to contend with, on the 26th, Capt. Cooke proceeded to China to convoy the India ships home, and arrived there on March 3.

July 24.—The Resistance, of 44 guns, Capt. Ed. Pakenham, accidentally blew up in the Straits of Banca, when that excellent officer, with all the crew, perished, except four, who were preserved almost miraculously.

August 1.—The India Company gave rank to the officers of their Marine in India.

October 18.—The Company's cruiser, the Drake, Capt. Bond, sailed from Bombay with presents from the merchants to the King of Baba, for his humanity to the crew of the Neptune, which had been cast away on the coast of Madagascar; but it was with some difficulty this good man was persuaded to receive any acknowledgments.

A liberal subscription, amounting to 56,700 rupees, was made at Calcutta, for the widows and relatives of the seamen and marines who fell at Aboukir Bay on August 1.

1799, February 9.—The Dædalus frigate, 32, Capt. H. L. Ball, cruising in lat. 31 deg. 30 min. south, long. 33 deg. 20 min. east, at daylight in the morning, discovered two sail, to the largest of which he gave chase, and at half-past twelve at noon came alongside of her, when a spirited action ensued for 57 minutes, after which the enemy struck, and proved to be La Prudente, of 26 guns on the main-deck, 2 long six-pounders and 2 howitzers on the quarter-deck; manned with 297 men, 27 of whom were killed, and 22 wounded. The Dædalus had 2 killed, and 12 wounded.

On February 24, the Osterly East-Indiaman, Capt. Piercy, was captured by La Forte French ship, of 50 guns, after a warm engagement, near the Sand-heads, at the entrance of Bengal River.

February 28.—This day Capt. E. Cooke, in La Sybille, of 44 guns and 280 men, fell in with the same ship, La Forte, in Ballasore Roads. Understanding before that she was cruising in the Bay of Bengal, he had sailed from Madras on the 19th in quest of her. After an obstinate and well-fought action of one hour and forty minutes, the enemy struck, with the loss of all her masts. The carriage must have been dreadful, as the men were twice beaten from their quarters, and M. Serce, her commander, with almost all the officers, were either killed or desperately wounded. La Sybille had 3 killed and 19 wounded: among the first was Capt. Davis, of the staff, who served as a volunteer, and Capt. Cooke was among the latter; his wounds were so severe as to oblige him to quit the deck. His place was nobly supplied by Lieut. L. Hardyman, on whom Vice-Adm. Rainier conferred the command of La Forte. M. De Serce was a pupil of Souffrein, and esteemed as one of the best officer in the French navy. Capt. Cooke died on the

the morning of May 23, of his wounds, universally beloved and regretted. The governor of Calcutta honoured him with a public funeral.

Early in the year Com. Blankett sailed with the *Leopard*, 50, and three frigates, from Bombay, for the Red Sea, with a body of troops, under Major-Gen. Craig, to co-operate with the army in Egypt, under Gen. Abercromby.

The *Braave*, 40, Capt. T. Alexander, captured *La Surprise*, a National corvette, from the Isle of France to Europe, having on board Gen. de Brie, and two ambassadors from Tippoo Sultan, whose treachery, while he was expressing a desire to receive an ambassador from Lord Mornington, the governor-general, was fully established by the papers taken at the capture of Seringapatam.

September 20.—The *Rattlesnake* sloop of war, of 16 guns, and *Camel* store ship, of 24, lying at anchor in Algoa Bay, a few leagues eastward of the Cape of Good Hope, with stores for the use of the army under Gen. Dundas, were attacked by *La Preneuse* French frigate, of 44 guns and 300 men. Capts. Granger and Lee being on shore with the army, Lieut. W. Fothergill had the command, *pro tempore*, and very ably defended the ship. About seven o'clock, the *Success* schooner ran under the *Rattlesnake's* stern, to announce that a large frigate was coming to attack her. A signal was directly made to the *Camel* to clear for action, and at a little before nine, the enemy brought up under the *Rattlesnake's* bow, who fired the first broadside; the cannonading continued till midnight, when the *Camel's* fire slackened, and was soon after silenced. The enemy, perceiving this, changed her position, to bring her broadside to bear on the *Rattlesnake*, and the action was renewed till half-past three in the morning, when the enemy removed to another part of the Bay to refit. At eleven o'clock in the forenoon she was under sail, with only her courses and close-reefed main-topsail set, which indicated that she was much damaged in her mainmast. On December 11, the same French frigate was driven on shore near Port Louis, in the Mauritius, by the *Tremendous* and *Adamant*. As it was impossible to get her off, the boats of the ships, under Lieuts. Gray, Walker, and Symes, were sent to destroy her, which they completely effected under a heavy fire from the French batteries on shore.

October 12.—The *Trincomalé* (sp.), of 14 guns, Capt. James Rowe, while cruising in the Gulf of Persia, fell in with *L'Iphigéné*, of 22 guns and 200 men; a furious and bloody action ensued for some time, till the vessels fell on board of each other, when, soon after, by some dreadful accident, the *Trincomalé* took fire, and blew up. All perished in her except one seaman and a *Lascar*. Such was the violence of the shock, that *L'Iphigéné* shortly after sunk, and 115 of her crew perished.

October 21.—The *Orpheus* frigate, Capt. W. Hills, cruising in the Strait of Banca, captured, after a short running fight, the *Zeeraght* and *Zeelust*, of 22 guns each, from Macassar, with stores. Mr. Hodgkins and five men were wounded in the *Orpheus*, and one killed.

November 5.—A violent gale of wind drove on shore, in Table Bay, the *Sceptre* of 64 guns, where she was totally lost. Capt. V. Edwards, two lieutenants, the master, gunner, boatswain, three midshipmen, and 200 seamen and marines, perished.

December 6.—The *Cleopatra*, a Portuguese East-Indiaman, from Europe.

Europe to Calcutta, beat off, after a severe conflict, a French privateer of 18 guns. The merchants at Calcutta, and the underwriters at Lloyd's, afterwards rewarded the captain and crew liberally for their heroic conduct.

1800.—Towards the end of this year, Rear-Adm. Blankett sailed with a squadron to the Red Sea, to convoy a body of troops, under Major-Gen. Baird, intended to co-operate with the British army in Egypt.

August 9.—The Wellesley armed store ship, of 22 guns, chiefly manned with Lascars and Chinamen, commanded by Capt. Gordon, laden with stores for the fleet in India and at the Cape, having parted company with the *Belliqueux*, 64, was attacked by a French privateer, of 36 guns, which he gallantly compelled to sheer off, much disabled.

October 9.—The Kent Indiaman, off the Sand-Heads, on her passage to Bengal, was attacked by *La Confiance*, of 26 guns and 250 men, commanded by M. Surcouff. After a most spirited resistance for an hour and forty minutes, during which time the ships were frequently on board each other, the Kent was carried by boarding. At this time the gallant Capt. Rivington fell, with 12 of his brave crew, and 42 were wounded.

November 22.—The East India Company's armed snow *Intrepid*, Capt. Hall, after a desperate contest, beat off a French privateer of superior force. Capt. Hall was mortally wounded, 2 seamen killed; Lieuts. Smee and Best, with 3 Europeans and 18 Lascars, wounded.

1801, January 3.—Capt. Sir C. Hamilton, of the *Melpomene* frigate, being off the bar of Senegal River, observed a brig corvette and an armed schooner at anchor within it. Conceiving it practicable to carry these vessels by surprise, and thus possess the battery at its entrance, at nine *p. m.* Lieut. Dick, with 96 officers and men, from the *Melpomene* and African corps, were sent in five boats to make the attempt. They passed the heavy surf on the bar with the flood-tide without accident, and unobserved by those stationed at the battery; but when within hail of the brig, the alarm being given, she discharged her two bow guns with such effect, that Lieut. Palmer and seven men were killed, and two of the boats sunk. Undismayed however by this misfortune, they gallantly boarded and carried the brig, after an obstinate defence of twenty minutes; the schooner cut her cable, and ran under the batteries, which kept up an incessant fire on the boats. Lieut. Dick, judging any farther attempt impossible, now endeavoured to bring off his prize; but the ebb tide having made, and being unacquainted with the navigation, she took ground, and he was compelled to quit her, and take to the boats, with much risk crossing the bay through a tremendous surf, and a heavy fire of grape from the batteries. The brig, whose name was the *Senegal*, of 18 guns and 60 men, was totally destroyed. In performing this service, Lieuts. Palmer and Vyvian (the last of the marines), 1 midshipman, and 8 men, were killed; Lieut. Christie, of the African corps, and 17 wounded.

On June 12, in the same year, Capt. Lloyd, with a detachment of 40 men, a few blacks, &c. destroyed a large Spanish ship lying at Senegal, intended to be fitted out by the French to attack the British settlements on the Coast and at Sierra Leone. She was pierced for 30 guns, but being completely unrigged, it was found impracticable

impracticable to bring her off; she was therefore consumed by fire.

August 19.—A capture was gallantly made near the island of St. Laurence, by the Chance private ship of war, Mr. White commander, fitted out at the Cape. Finding the metal of the enemy much too heavy for that of the Chance, Mr. White, after an engagement of one hour and a half, boarded her on the star-board-bow, and lashed his bowsprit to the mizen-mast of the enemy. After a desperate resistance of three quarters of an hour, she was carried, and proved to be the new Spanish ship *Amiable Maria*, of about 600 tons, mounting 14 guns, 18, twelve, and nine-pounders, brass, and carrying 120 men, from Conception, bound to Lima, laden with bale goods, &c. Mr. Bennet, a brave officer, died three days after of his wounds; the second and fourth mates, a marine officer, and two seamen, were also badly wounded with pikes, but recovered.

On September 24, the Chance, after a severe action of two hours and three quarters, yard-arm to yard-arm, captured also the Spanish brig of war *Limeno*, mounting 18 long six-pounders, commanded by Don Philip de Martinez, senior officer of the Spanish marine on that coast, and manned with 140 men. Her captain was mortally wounded. She had been sent from Guianall Bay on purpose to capture the Chance, whose force was but 16 guns, twelve and six-pounders, and her number of men 50 at the beginning of the action.

August 19.—About half-past eight in the morning, the Sybille frigate, of 44 guns, Capt. C. Adam, being off the Seychelles, observed signals flying upon one of the islands, on seeing which he hoisted French colours, and stood round the island, when he discovered a large French frigate at anchor in the roads, the passage to which was extremely dangerous, from many intricate shoals. Capt. Adam, however, undismayed by these difficulties, stood in by the pilotage of a man placed at the mast-head, to look out for shoal water; and at a quarter past ten, then lying within a cable's length of his opponent, he opened a smart fire, which was returned from the frigate and a raking battery on shore, constructed by the people of the frigate, whence they frequently fired red-hot shot. After a severe contest of about twenty minutes, the enemy struck, and proved to be *La Chiffonne*, mounting 28 twelve-pounders, 6 eight-pounders, 4 thirty-six-pound carronades, and 4 eight-pounders. She was commanded by M. Guieysset, and had 250 men, of whom 23 were killed, 30 wounded, and several escaped on shore. *La Chiffonne* had sailed from Nantes on April 14, to land thirty-two persons on the Seychelles, suspected of being concerned in attempts to take away the life of the first consul.

The Madras Insurance Company, as a mark of respect to the merits of Capt. Adam, presented him shortly after with an elegant sword.

On September 5, the Victor (sloop), 18, Capt. G. R. Collier, destroyed, at the Isle of Mahé, *La Fleche*, of 22 guns and 170 men, after a very close and severe action.

1804, *February 15.*—A fleet of sixteen East-Indiamen, under the orders of Com. Dance, defeated a French squadron, under Adm. Linois, consisting of the *Marengo*, 84; *Belle Poule*, and *Semillante*, heavy frigates; a corvette, of 28; and the *Batavia* brig *William*, of 18 guns. This action, which preserved an im-

mense property, and was so highly honourable to the British naval character, affording a brilliant example to the present and future ages, was munificently rewarded by the Court of Directors, who made a present of £50,000 to the commodore, captains, officers, and crews, besides plate, swords, &c. of great value.

March 7.—Capt. E. S. Dickson, of the *Inconstant*, 36, with the *Eagle* store-ship, *Hamilton*, *Venus*, and *Jenny*, arrived off *Goree*, which surrendered the following day. See *GOREE*.

1805, September 18.—One of the most brilliant and celebrated actions of the defensive kind recorded in the glorious annals of the British navy was fought by the *Centurion*, of 50 guns, Capt. James Lind, acting commander, in *Vizagapatam Road*, who had in charge a convoy, with the *Marengo*, 84, Adm. Linois, and two frigates, apparently of 36 or 40 guns each. About ten *a. m.* the headmost of the enemy's ships, a frigate, was about half a mile from the *Centurion*. Several shots were fired at her. About the same time the cable was cut, and topsails sheeted home, which enabled the *Centurion* to bring a broadside upon the enemy, and prevented the ship being boarded or raked; by this manœuvre likewise, a frigate that was within a cable's length of the *Centurion*, and appeared to have an intention to board, got a close and well-directed broadside into her. The action soon became general, the three enemy's ships directing their fire on the *Centurion*, their only object; for the *Princess Charlotte* Indiaman had very early struck her colours. The *Centurion* stood in shore, the *Marengo* and one frigate on the starboard, the other on the larboard quarter. The *Centurion's* fire was chiefly directed against the *Marengo*. About a quarter before eleven the French ships stood to sea, when Capt. Lind immediately got on board, though with much difficulty and danger. He had been on shore to expedite the sailing of the convoy, and was not present in this early part of the action; for, till now, the *Centurion* had been under the direction of the first lieutenant, J. Robert Philips, an old and meritorious officer. The enemy in the offing wore, and stood towards the *Centurion*; the *Marengo*, after having repeatedly tried the range of her guns, came to an anchor abreast of her, and about a mile distant, clewed up her topsails, furler her courses, and commenced cannonading. This threatening appearance of being determined to persevere, and to succeed, only served to animate the officers and men of the *Centurion* to greater exertions of defence with the lower-deck guns, the only ones that would reach the enemy; but all the enemy's shot reached the *Centurion*. In the mean time, one of the frigates kept under sail on her quarter, nearer than the *Marengo*, and annoyed her much by her fire; the other carried off the Indiaman from her anchorage in the Road. At a quarter *p. m.* nearly two hours after this cannonading had commenced, and been vigorously continued on both sides, the *Marengo*, with the frigates and prize Indiaman, stood to sea. The *Centurion* was much damaged in her masts, yards, and rigging, but no men were killed, and only nine wounded, one of whom died soon after. Lieuts. Pringle, Coote, and Carrol, displayed great gallantry and spirit on the occasion last mentioned. In short, to the zeal, energy, experience, cool courage, and good discipline of the ship, must be attributed the success of so signal a defence against the furious and formidable attack of a very superior force, a defence which has seldom or ever been equalled, and perhaps never will be excelled.

October

October 30.—Capt. Donnelly, of the *Narcissus*, 32, in company with the *Columbus* Guinea ship, fell in with two French privateers, who had captured the *Horatio Nelson*, of 31 guns. The brig was captured, and the *Horatio Nelson* recaptured. The brig was the *President*, of 12 guns and 70 men.

1806, March 13.—The squadron under the command of Adm. Sir J. Borlase Warren, of the *Foudroyant*, 80, after an action commenced by the *London*, 98, Sir H. Neale, and supported by the *Amazon*, 38, W. Parker, captured the *Marengo*, 86, Adm. Linois, and 750 men; and the *Belle Poule* frigate, 46, and 320 men; these ships being the remainder of the French squadron which had committed so much depredation upon the British commerce in the eastern world. The British had 14 k. and 26 w.; and the French 65 k. and 80 w. See WARREN, Adm. Sir J. BORLASE, and NEALE, Sir H.

July 12.—Capt. R. Plampin, of the *Powerful*, 74, captured *La Bellone* French privateer, after a running fight of nearly two hours. This vessel was from Mauritius, and had been very successful against the British commerce in the present and preceding war.

July 25.—Capt. Elphinstone, of the *Greyhound*, 32, in company with the *Harriet*, Capt. Troubridge, fell in with the Dutch Republican frigate *Pallas*, of 36 guns and 217 men, and the *William* corvette, of 20 guns and 110 men, having under convoy the *Victoria* and *Batavia*, laden with spices, which after a smart action of forty-five minutes struck their colours. The corvette, taking advantage of the crippled state of the *Greyhound* and *Harriet*, effected her escape. The British had 1 k. and 11 w. The Dutch had 12 k. and 39 w.

September 25.—Capt. Cole, of the *Culloden*, 74, after a chase of two days and a night, captured *L'Emilien*, a French corvette of 18 guns and 150 men, close off the shoals of Point Guadaveri. She was formerly his majesty's sloop *Trincomalé*, considered one of the finest cruisers out of the Isle of France, and had been a great annoyance to our trade by the name of *La Gloire*.

October 18.—Capt. P. Rainier, of the *Caroline*, 36, after capturing a Dutch brig, called the *Zeerop*, 14, had a severe contest in Batavia Road with the Republican frigate *Maria Reygersbergen*, 36, and 270 men; *William* (slp.), 20; *Patriot*, 18; *Zeeplong*, 14; with several gun-boats; and there were thirty gun-boats lying in shore, which did not attempt to come out. The *Maria Reygersbergen* was captured, but the others escaped, owing to the *Caroline* and her prize being after the action in four fathoms water, and surrounded by many dangerous shoals. Whilst running out of the Road, Capt. Rainier observed the *Phoenix*, 36, with the above-mentioned vessels, and seven merchant ships, run on shore. See RAINIER, Adm. P.

1807, January 27.—The *Caroline*, 36, Capt. Rainier, after a smart action, captured the *St. Raphael* (alias *Pallas*) Spanish register ship, belonging to the royal company of the Philippines, mounting 16 guns, with 97 men, having on board 500,000 Spanish dollars in specie, and 1,700 quintals of copper, besides a valuable cargo. She had 27 killed and wounded. The *Caroline* had 7 wounded.

December 14.—Vice-Adm. Sir E. Pellew sailed from Malacca on the 20th of November last, and arrived off Point Panka, in Java, on December 5, with his squadron, consisting of his own
 e 3 ship.

ship, the Culloden, 74; Powerful, 74, R. Plampin; Caroline, 36, P. Rainier; Fox, 32, Hon. A. Cochrane; Victor (slp.), G. Bell; Samarang, Seaflower, Jaseur, and Worcester transport. They had troops on board, and in conjunction with their commander, Lieut.-Col. Lockhart, he sent a commission under a flag of truce to treat with the commandant of the Dutch naval force, for the surrender of the ships of war lying at Grieffe, which being acceded to, he caused the following ships to be burnt (they having been previously scuttled by the Dutch): the Revolution, 70; Pluto, 70; Kortenaar, 68, sheerhulk; Ruttkoff, Company's ship, of 1000 tons, pierced for 40 guns. All the military stores, &c. in the garrison of Grieffe, together with the battery of Sambelangan, on the island of Madura, were most effectually destroyed.

1808, *March 8*.—A most brilliant action was fought by the St. Fiorenzo, 36, Capt. G. N. Hardinge, with a French frigate. The brave Capt. Hardinge, after having displayed, during three successive days, the most remarkable zeal and gallantry, together with the most consummate judgment, fell in the moment of victory—a severe loss to the service, in which he was a most excellent and distinguished officer, and of whom the highest expectations were formed, from his many valuable qualities. Lieut. W. Dawson, who succeeded to the command after the captain's death, acquitted himself in that gallant manner which might be expected from one who had been severely wounded at the capture of the Psyche frigate, by the St. Fiorenzo. The undaunted bravery, the animated and persevering exertions of every officer, seaman, and marine, were truly worthy of the beloved country in whose cause they were nobly engaged, and called forth public gratitude commensurate with their eminent services.

The French frigate was discovered on the 6th, bearing N. E. and after a chase, the St. Fiorenzo was ranged along-side of her, on the larboard tack, and received her broadside. After engaging till fifty minutes past eleven *p. m.* within a cable's length, the enemy made sail ahead, out of the range of the St. Fiorenzo's shot, who ceased firing, and made all sail after him. Finding he could not avoid it, the action was recommenced at twenty-five minutes past six, on the morning of the 6th, at the distance of half a mile, gradually closing with him to a quarter of a mile. The fire was constant and well directed on both sides, though that of the enemy slackened towards the latter part of the action. At a quarter past eight *p. m.* the enemy made all sail away. The St. Fiorenzo was so much injured in her masts, yards, and rigging, that she could not follow immediately to continue the action; but keeping him in sight during the night, and repairing her damages, she was perfectly prepared at nine *a. m.* and bore down upon her opponent under all sail. He did not endeavour to avoid her, till she hauled athwart his stern, for the purpose of gaining the weather gauge, and bringing him to close fight, when he hauled up also, and made all sail; but perceiving that an action was inevitable, he tacked, and at three both the ships passed each other on opposite tacks, and recommenced action, within a quarter of a cable's length. The brave Capt. Hardinge was killed by a grape-shot the second broadside. When the enemy was abaft the beam of the St. Fiorenzo, he wore, and after an hour and twenty minutes close action, struck his colours. She proved to be La Piedmontaise, of 50 guns and 366 men, besides 200 lascars, who worked their sails. She had

48 k. and 106 w. The *St. Fiorenzo* had 13 k. and 25 w. The enemy was cut to pieces in his masts, bowsprit, and rigging; and they all went by the board during the night. See **HARDINGE**, Capt. G. N.

1809, *September 20 to 23*.—The isles of France and Bourbon having been blockaded by a detachment from the squadron under the command of Vice-Adm. Bertie, an enterprise was planned and undertaken by Capt. Rowley, of the *Raisable*, 64, assisted by a detachment of troops, commanded by Lieut.-Col. Keating, for the purpose of destroying all the batteries, guns, and mortars, in the isle of Bourbon, which completely succeeded; so that the enemy could no longer find that protection for their own ships or their captures, which they were accustomed to seek, when the rigour of the blockade opposed their entrance into the isle of France. *La Caroline*, a frigate of 44 guns, and the *Grappler* corvette, were captured, besides merchant vessels, and two ships, the *Europe* and *Streatham* East Indianmen, were recaptured. The British had in killed, wounded, and missing, 102 men. The squadron employed on this expedition consisted of the *Raisable*, 64, Com. Rowley; *Sirius*, 36, Sam. Pym; *Nereide*, 36, R. Corbet; *Otter*, 18, N. T. Willoughby; and the Hon. Company's cruiser *Wasp*.

November 11, 12, and 13.—*Ras al Kyma*, the principal town for a nest of pirates, who for a long time infested the Persian Gulf, was completely destroyed, together with all the vessels in the port, amounting to upwards of fifty, and every species of naval stores, by a squadron and troops under the respective command of Capt. Wainwright of *La Chiffone*, and Lieut.-Col. Smith. On the 17th the piratical vessels, amounting to twenty, in the port of *Linga*, were destroyed; and on the 27th an attack was made upon the town of *Luft*, in which eleven piratical vessels also shared the same fate. The loss sustained by the squadron and troops was 30 in killed and wounded.

1810, *August 25*.—A great misfortune befell part of the British squadron on this station. A party, landed from two of the frigates, had taken by assault *L'Isle de la Passe*, subsequent to which the enemy's ships *Bellona*, *Minerva*, and *Victor*, arrived, and ran into Port South East with their prize, the East India Company's ship *Ceylon*, captured in company with the *Windham*, after a gallant resistance, on their way from the Cape to Madras, with a part of the twenty-fourth regiment on board. The *Windham* was turned from Port South East, and recaptured by the *Sirius*, but the troops had been removed to the *Bellona*. Capt. Pym, of the *Sirius*, 36, determined immediately on attacking these ships, and to his not being aware of the difficulties of the navigation within the port is to be attributed his failure and the loss of the ships. The *Sirius*, and *Magicienne*, 32, were burnt by their crews, after doing every thing that was possible to extricate the ships from the situation into which they had fallen. The *Nereide*, 36, after every officer and man on board were either killed or wounded, fell on shore a mere wreck, and was taken possession of by the enemy. The *Ranger* transport, laden with provisions for the squadron, and having some stores on board, likewise fell into their hands.

September 12.—Capt. Rowley, of the *Boadicea*, 38, weighed anchor from the bay of St. Paul's, in the Isle of Bourbon, with the *Otter* (slp.), 18, and *Staunch* (g.-bg.), 14, in order to attack two of the enemy's frigates, the *Astrea* and *Iphigenia*. The *Africaine*,
38,

38, Capt. Corbet, soon after joined in the chase, and from superior sailing, first came up with the enemy, leaving the Boadicea between four and five miles astern. At three *a. m.* a heavy firing was observed between the frigates; and Capt. Rowley supposed it was Capt. Corbet's intention merely to cripple the enemy, to give the Boadicea time to close with them; but the winds becoming at that moment light and variable, and the Africaine unmanageable under the fire of both ships, after a most gallant, but unequal contest, was obliged to surrender at about fifteen minutes after four in the morning. Capt. Rowley with the sloop and gun-brig approached the enemy, who abandoned the Africaine. The gallant Capt. Corbet was wounded early in the action, and survived it only a few hours. The Africaine had 36 k. and 71 w.

On the morning of the 18th, after anchoring in the bay of St. Paul's, Capt. Rowley discovered three sail in the offing. He immediately weighed anchor, and in company with the Otter sloop, and Staunth brig, stood after them. One, which had a crippled frigate in tow, cast her off, and made all sail away; the third bore up under her courses (having lost her topmasts), to protect the other, and after a short but close action, having lost nine killed and fifteen wounded, she surrendered, and proved to be the French imperial frigate Venus, of 44 guns, and 380 men on leaving port, commanded by Com. Hamelin, senior officer of the French squadron in India. She had in the early part of the morning, in company with the Victor corvette, of 20 guns and 150 men, captured, after a most gallant defence and sanguinary conflict, the Ceylon, Capt. Gordon, having on board Gen. Abercrombie and his staff, bound for this island. The action commenced first with the frigate at fifteen minutes past twelve, and was maintained with great severity for one hour and ten minutes, when the enemy hauled off and dropped astern. It was renewed at fifteen minutes past two. At four the enemy's mizen-mast and three top-masts went by the board; and a few minutes afterwards, the Ceylon's fore and main-top-masts fell, and her rigging and sails being cut to pieces, she became unmanageable. At five *a. m.* the enemy's fore and main-masts standing, with the assistance of his fore-sail, enabled him to wear close under the stern of the Ceylon, and take a raking position under her lee-quarter; the corvette having opened her fire, which was likewise raking, heavy, and destructive, while the Ceylon could only bring a few quarter-guns to bear; thus shattered, disabled, and a wreck, without hope of success or retreat, she was obliged to surrender her mere timbers; but she will preserve for ever the reputation acquired by so glorious a struggle, supported for four hours against such a disparity of force. She had 10 k. and 30 w. See ROWLEY and GORDON, Captains.

CAPEL, Rear-Adm. Hon. T. B. was born August 25, 1776. Early in 1798 he was junior lieutenant of the Vanguard, 74, bearing the flag of Sir Horatio, afterwards Lord Nelson, who promoted him to the rank of commander in the Mutine sloop, immediately after the glorious battle in Aboukir Bay, on August 1. On the 13th he sailed from Aboukir to Naples, and thence proceeded over land to England, where he arrived on October 2, with the first intelligence of the defeat of the French fleet. On December 27, Capt. Capel, whom Nelson had described as a most excellent officer, was advanced to post rank; and early in 1799 he was appointed to the Arab, of 22 guns, from which ship he removed into the Meleager,

32, and had the misfortune to be wrecked on the Triangle Rocks, in the Gulf of Mexico, June 9, 1801. In the early part of 1803 he was appointed to the command of the *Phœbe* frigate, of 36 guns, and served in the Mediterranean under his noble friend Lord Nelson, until after his lordship's lamented death.

In April 1805, when that gallant hero proceeded down the Mediterranean in pursuit of the French fleet from Toulon, Capt. Capel was left with five frigates and two bombs, to guard the islands of Sicily, Sardinia, &c. from the invasion of any troops that might be sent for that purpose. Some time previous to the battle of Trafalgar, he was employed under the direction of Sir Henry Blackwood, watching the combined fleets in Cadiz harbour, and after that memorable battle, by his extraordinary exertions, Capt. Capel saved one of the prizes, the *Swiftsure*, of 74 guns, and afterwards, together with Capt. Malcolm of the *Donegal*, brought out the *Bahama*, a ship of the same force. About the latter end of 1806 he commanded the *Endymion* frigate, of 40 guns, on the Mediterranean station; and in the following year accompanied the expedition, under Sir J. T. Duckworth, through the Dardanelles, and conveyed the British ambassador to and from Constantinople. During the operations of the fleet between February 19 and March 3, the *Endymion* received two shots, each weighing upwards of 700 lb., and had 3 men k. and 10 w. For his conduct in this expedition, Sir J. T. Duckworth, in his letter to Lord Collingwood dated March 6, particularly mentions Capt. Capel's zealous attention and assiduity. In the summer of 1810 he removed from the *Endymion* into the *Elizabeth*, of 74 guns; in July 1811 from the *Elizabeth* into the *Barham*, 74; and at the latter end of the year into the *Hogue* of the same force. In the latter he was on the North American station during the whole period of the war with the United States, and for a considerable portion thereof was senior officer upon the northern part of the coast, where the ships under his orders were remarkably active and successful in annoying the enemy. He was nominated a C. B. in June 1815; on December 15, 1821, he was appointed to the command of the *Royal George* yacht; and on May 27, 1825, was advanced to the rank of rear-admiral. See CONSTANTINOPLE.

CARDEN, Capt. J. S. See MEDITERRANEAN.

CARTERET, Capt. P. See HOME STATION, April 13, 1805; and September 20 and 21, 1811.

CASTRO. This Spanish town and castle surrendered to the French on May 11, 1813, after a brave defence, in which the garrison were materially assisted by the exertions of Capts. Bloye, of the *Lyra* (slp.), Capt. Taylor, of the *Sparrow*, and Capt. Bremer, of the *Royalist*.

CATTARO. After ten days cannonade, the fortress of this place surrendered on January 5, 1814, to the *Bacchante*, 33, *Wm. Hoste*, and the *Saracen* (bg.), 13, J. Harper. The garrison amounted to 295 men.

CAYENNE. On January 6, 1809, Capt. J. L. Yeo, of the *Confiance*, 22, in conjunction with two Portuguese sloops, and some smaller vessels, having on board 550 Portuguese troops, under the command of Col. Mansel Marques, made a descent on the French colony at the island of Cayenne. After a series of operations, which evinced the good generalship of Capt. Yeo, and the courage of his little band, two batteries were taken, one called Fort Diamant, and the

the other Grand Cane, the former commanding the entrance of the River Mahuree, and the latter the great road to the town of Cayenne. Information was now received that Victor Hugues had quitted Cayenne at the head of 1000 troops, to dispossess them of their posts. The British and Portuguese forces being too small to be divided, Fort Diamant was dismantled, and the whole were collected at Grand Cane. Two other batteries were perceived about a mile up the river from Grand Cane, and on opposite sides, the one on the right bank called Treo, on an eminence commanding the creek leading to Cayenne, the other on the left bank, at the entrance of the creek, leading to the house and plantation of Victor Hugues, and erected for its defence. After a sanguinary conflict these batteries were taken, which was scarcely accomplished before the French troops from Cayenne attacked the colonel at Grand Cane, to whose assistance the captain hastened, and found he had with his small force withstood the enemy, who, after a smart action of three hours, retreated to Cayenne. The strongest post of the enemy was yet to be taken, which was the private house of Gen. Victor Hugues, who had planted before it a field-piece and a swivel, with 100 of his best troops. The captain sent two flags of truce, for the purpose of obtaining quiet possession of this post, as his object was merely to weaken the garrison of Cayenne, by making the troops prisoners who defended it, and not to destroy the private property of the general. The flags of truce were fired upon, and the field-piece was discharged as a signal to the troops, who were in ambush in a wood, to fire. Capt. Yeo would have advanced with his field-piece; but finding several fosses had been made in the road, and the wood lined with musketry, not a man of whom could be seen, he ordered his men to advance with pike and bayonet, which they did with three cheers, and took the enemy's gun, who retreated into the house, and kept up a smart fire from the windows; but being followed, they flew through the back premises into the wood, firing as they disappeared. Every thing was levelled with the ground, except the habitations of the slaves. Information being received that about 400 of the enemy were about to take possession of Beaugard Plain, an eminence which commands the several roads to and from Cayenne, it was determined to be beforehand with him, and accordingly the captain and colonel marched their whole force there on the 9th; on the 10th the town was summoned, and on the 12th a capitulation was signed; on the morning of the 14th the troops entered the town; the enemy, amounting to 400, laid down their arms; at the same time the militia, amounting to 600, together with 200 blacks, who had been incorporated with the regular troops, delivered in their arms. The *Confiance* had 1 k. and 23 w. See YEO, Capt. Sir J. L.

CHAMPLAIN, LAKE. In consequence of the earnest solicitation of his Excellency Sir Geo. Prevost, for the co-operation of the naval force on this lake to attack that of the enemy, who were stationed for the support of their works at Plattsburg, which it was proposed should be stormed by the troops at the same moment that the naval action should commence in the bay, every possible exertion was made to accelerate the armament of the new ship the *Confiance*. The British squadron consisted of the *Confiance*, 36 guns, Capt. Downie; *Linnet*, 18 guns, Capt. Pring; *Broke*, 10 guns; *Shannon*, 10 guns, —; *Finch*, Lieut. Hicks; *Chubb*, Lieut. M'Ghie; and twelve gun-boats, 16 guns. The American squad-

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ron consisted of the *Saratoga*, 26 guns, Com. M'Donough; *Eagle* (bg.), 20 guns; *Ticonderago* (sch.), 16 guns; *Preble* (cut.), 7 guns; and ten gun-boats, 14 guns. The action commenced at eight o'clock on the morning of September 11, 1815, and was warmly contested till thirty-three minutes after ten, when the *Confiance*, who appeared to have borne from the commencement of the action the united fire of the enemy, except the brig, having lost her captain and many of her crew, hauled down her colours; the *Chubb*, Lieut. M'Ghie from having his cables, bowsprit, and main boom shot away, drifted within the enemy's line, and was obliged to surrender; the *Linnet* at length had to bear the whole brunt of the enemy's force, and though shattered and disabled in her masts, sails, rigging, and yards, continued a brave resistance, in the hope of the flotilla of gun-boats, who had abandoned the object assigned them, would perceive her wants, and come to her assistance; being disappointed in this, at forty-five minutes past ten, Capt. Fring struck his colours. Lieut. Hicks of the *Finch* had the mortification to strike on a reef of rocks, to the eastward of Crab Island, about the middle of the action, and the *Finch* fell into the hands of the enemy. It is due to the lamented death of the brave Capt. Downie, the ability and heroism of the officers, to state the circumstances which may account for the disastrous issue of this contest. In the first place, the *Confiance* had only been off the stocks sixteen days, with an unorganized crew, composed of several drafts of men, who had recently arrived from different ships at Quebec, many of whom only joined the day before, and were totally unknown either to the officers or to each other, with the want of gun-locks, as well as other necessary appointments not to be procured on that station. Com. Sir J. L. Yeo, commander-in-chief on the Lakes of Canada, says in his dispatch—"It appears to me, and I have good reason to believe, that Capt. Downie was urged, and his ship hurried into action, before she was in a fit state to meet the enemy. I am also of opinion that there was not the least necessity for our squadron giving the enemy such decided advantages, by going into their bay to engage them; even had they been successful, it would not in the least have assisted the troops in storming the batteries; whereas had our troops taken their batteries first, it would have obliged the enemy's squadron to quit the bay, and given ours a fair chance." Sir Geo. Prevost says in his dispatch—"This unlooked-for event depriving me of the co-operation of the fleet, without which the further prosecution of the service was become impracticable, I did not hesitate to arrest the course of the troops advancing to the attack, because the most complete success would have been unavailing, and the possession of the enemy's works offered no advantage to compensate for the loss we must have sustained in acquiring possession of them." The squadron had 57 k. and 72 w.

CHRISTIAN, Rear-Adm. Sir H. C. was a descendant from the ancient family of Christian, in the isle of Man; he was born in London, in 1747. He was made lieutenant January 21, 1771; and on August 9, 1778, having previously been advanced to the rank of master and commander, we find him in the *Vigilant* armed ship, of 20 guns; on December 8, 1778, he was made post; in Adm. Byron's memorable action with D'Estaing, on July 6, 1779, his ship, the *Suffolk*, had 7 k. and 25 w.; he was in the actions with De Guichen on April 17, and May 15, and 19, 1780; on June 1, 1795, he was made rear-admiral of the blue; on November 16,

having

having hoisted his flag in the *Prince George*, of 98 guns, he sailed from *St. Helen's*, with a squadron of ships of war, and a convoy of more than 200 sail of transports and West Indianmen, on board of which were embarked upwards of 16,000 troops. The most tempestuous weather ensued; several of the transports and merchantmen foundered, and many lives were lost. The admiral having repaired the damage, sailed again from *St. Helen's* on December 9, and after encountering the most dreadful weather, which dispersed the squadron, he was obliged to return to Spithead with eight ships, the *Vesuvius* bomb, and about 50 sail of transports and merchantmen. A third effort proved more successful. The rear-admiral sailed again March 20, 1796, in the *Thunderer*, 74, accompanied by the *Invincible*, 74, *Grampus*, of 54 guns, and four smaller vessels of war, with such of the transports and merchantmen as were ready, and after a passage of thirty-two days arrived at Barbadoes. On April 22 he left Carlisle Bay, in company with Sir John Laforey, who, on his arrival at Martinique, resigned the command at the Leeward Islands station to the rear-admiral. Sir Hugh immediately commenced preparations for the reduction of *St. Lucia*, which island surrendered on May 25 to the land and sea forces, commanded by Sir Ralph Abercrombie and the rear-admiral. The garrison amounted to 2000 men; a great quantity of stores, &c. were taken. After the restoration of tranquillity in Grenada, *St. Vincent's* &c. he was superseded by Rear-Adm. Harvey, and returned to England in the *Beaulieu* frigate. On February 17 he obtained the insignia of the military Order of the Bath; on February 20, 1797, he was made rear-admiral of the white; in the following year he succeeded Adm. Pringle, as commander-in-chief at the Cape, and died there in November 1798.

CLIFFORD, Capt. See MEDITERRANEAN STATION, July 21, 1811.

COCHRANE, Adm. Hon. Sir Alex. I. was born April 23, 1758. He embarked in the naval service at an early age, was made lieutenant in 1778, and served as signal officer to Sir George B. Rodney in the action with *M. De Guichen*, April 17, 1780, on which occasion he was wounded. Shortly after this event Mr. Cochrane was made commander in the *St. Lucia* sloop of war, from which vessel he removed into the *Pachahunter*, and in January 1782 exchanged with the present Sir Isaac Coffin into the *Avenger* sloop, employed in the North River in America. On December 17 he was promoted to post rank into the *Kangaroo*, and afterwards removed into the *Caroline*, of 24 guns, on the same station, which ship he retained the command of until the conclusion of the war.

On the appearance of a rupture with Spain, on the Nootka Sound affair, in 1790, Capt. Cochrane was appointed to the *Hind*, of 28 guns, and continued in the command of that ship until the latter end of 1793, when he was removed into the *Thetis*, of 38 guns, and employed on the Halifax station. On May 17, 1795, being cruising off the Chesapeake, in company with the *Hussar*, of 34 guns, Capt. J. P. Beresford, five sail were discovered standing north-westward, to which he immediately gave chase, and after a severe contest of one hour and fifteen minutes, succeeded in capturing *La Raison*, of 18 guns, and *La Prevoyante*, of 24 guns; the other three effected their escape. On this occasion the *Thetis* had 8 k. and 9 w.; the *Hussar* only 2 w. See AMERICA STATION, 1795. Capt. Cochrane

Cochrane continued serving on the coast of America, and captured several of the enemy's privateers.

In February 1799, Capt. C. was appointed to the *Ajax*, 80, which ship formed part of the expeditions sent against Quiberon, Belle Isle, and Ferrol, in the summer of 1800. He afterwards joined the fleet in the Mediterranean, under the orders of Lord Keith, with whom he proceeded to the coast of Egypt, and being directed to superintend the debarkation of the army destined to act against the French, he displayed such skill and enterprise in the performance of that service, as ranked him among our ablest naval commanders: this service was performed on March 8 and 9, 1801: the loss of the navy amounted to 20 k. 70 w. and 3 missing; that of the army 103 k. 515 w. and 35 missing. At the attack upon Alexandria, he commanded a detachment of armed vessels stationed on the Lake Mareotis, to cover the approach of the troops. This place surrendered on September 2, which put an end to the war in Egypt. A treaty of peace having been signed at Amiens, he returned to England with the fleet, and arrived at Spithead on February 8, 1802. At the general election he obtained a seat in parliament for the boroughs of Dunfermline, Stirling, &c.

On the renewal of hostilities with France, Capt. Cochrane was appointed to the command of the *Northumberland*, 74; and on April 23, 1804, he was advanced to the rank of rear-admiral, and sent to watch the port of Ferrol, and the north coast of Spain. In February 1805 the rear-admiral, with six sail of the line under his command, proceeded in pursuit of a French squadron that had escaped from Rochfort, consisting of five line-of-battle ships, three frigates, two brigs, and a schooner, having on board about 4000 troops. After running down the coasts of Portugal and Spain, and looking into Madeira and Teneriffe, he proceeded to Barbadoes, and there first learnt the destination of the enemy. On April 5 he sailed again, and renewed the pursuit, passing St. Lucia, &c. through the Mona Passage to Port Royal; but the enemy eluded his pursuit, and arrived safe in France. Subsequent to this chase he assumed the command on the Leeward Island Station. Early in 1806 Sir J. T. Duckworth arrived in the West Indies in quest of a squadron that had recently sailed from Brest for the relief of the city of St. Domingo. After forming a junction with Rear-Adm. Cochrane, they proceeded towards that place; and on the morning of February 6 had the good fortune to discover the enemy, consisting of five ships of the line, two frigates, and a corvette, of which, after a severe action of less than two hours, three of the former were captured, and two driven on shore and destroyed, the particulars of which are fully detailed under the article of St. Domingo: the two frigates and corvette effected their escape. During this conflict the *Northumberland* had 21 k. and 79 w.; she lost her mainmast, and was so shattered, that the *Agamemnon* was ordered to stay by her, and accompany her to her station. For his gallant conduct on this occasion, Rear-Adm. Cochrane received the thanks of both houses of parliament, and of the Corporation of London, the latter accompanied with the freedom of the city, and a sword of 100 guineas value; the committee of the Patriotic Fund also voted him a vase of £300 value, with an appropriate inscription; and in addition to all these marks of public approbation, he was created a K. B. on March 29. On his return to Barbadoes, the principal inhabitants entertained him at a public dinner, and the underwriters of the two

insurance offices of Bridgetown unanimously voted him a piece of plate of the value of £500 sterling.

In 1807 Sir Alexander Cochrane shifted his flag into the *Belle-isle*, 74; and at the commencement of war with Denmark, he with Gen. Bowyer adopted measures for the reduction of the Danish islands of St. Thomas, St. John, and St. Croix, the whole of which, together with a large fleet of merchantmen, were taken possession of before the end of the year. Early in 1808 the French islands *Mariegalante* and *Deseada* surrendered to a part of his squadron, commanded by Capt. W. Selby of the *Cerberus* frigate.

About the beginning of 1809 the rear-admiral shifted his flag into the *Neptune*, of 98 guns; and in the month of February, with the fleet under his command, in conjunction with the army commanded by Lieut.-Gen. Beckwith, captured the island of Martinique (for a detailed account of the operations, see *Martinique*), for which they received the thanks of both houses of parliament. On October 25 he was advanced to the rank of vice-admiral; and early in 1810 was assisting Sir George Beckwith in the reduction of Guadalupe, which was quickly followed by the surrender of the Dutch islands of St. Martin's, St. Eustatia, and Saba, to the forces under the command of Brigadier-Gen. Harcourt, in conjunction with those under Capt. now Rear-Adm. Fahie, to whom Sir Alexander had given the temporary rank of commodore during the expedition.

In the summer of 1810, Sir Alexander Cochrane was appointed governor and commander-in-chief of the island of Guadalupe and its dependencies, which he held until the year 1813, about the latter end of which he was appointed to command the fleet employed on the coast of North America, where on his arrival, after declaring the ports of the United States under blockade, he not only put a stop to the trade of that country, but kept the whole line of sea coast in a continual state of alarm. See *AMERICA STATION*, 1814.

In the spring of 1815 he returned to England in his flag-ship the *Tonnant*, of 80 guns. On August 12, 1819, he was promoted to the rank of full admiral; he hoisted his flag as commander-in-chief at Plymouth February 1, 1821, and retained that command until 1824.

COCHRANE, Lord, eldest son of the Earl of Dundonald, was born on December 14, 1775. He is said to have evinced an early predilection for the naval service, and was taken under the protection of his relative and godfather, the present Adm. Sir Alexander Cochrane. He went to sea at the age of ten or twelve; but his uncle procured him an able tutor, so that he prosecuted successfully his studies, at the same time that he was learning the duties of his profession. At this period, and long before he became a lieutenant, he gave indications of the vigour of his mind, his genius for enterprise, and his resolute activity: he was made lieutenant towards the close of the last war. While serving in Lord Keith's flag-ship, the *Queen Charlotte*, in the month of December 1799, he was sent in the admiral's cutter to relieve the *Lady Nelson*, in the bay of Algeiras, at the time that ship was surrounded and attacked by French privateers and Spanish gun-boats; he chased the privateers under the cannon of the harbour, and it was only in consequence of the darkness of the night that they effected their escape. This action was particularly noticed and admired by Lord Keith, who, in

in September 1800, made him master and commander of the *Speedy* sloop, of 14 guns. His attack and capture of the Spanish frigate *El Gamo*, when there was such a difference in size, weight of metal, and number of men, in favour of the Spaniard, need only to be referred to as another instance of his lordship's undaunted bravery. Soon after this, accompanied by the *Kangaroo*, Capt. Pulling, Lord Cochrane destroyed a zebee, of 20 guns, two or three gunboats, and part of a convoy, at anchor under the battery of Oropezo. During the time he commanded the *Speedy*, a period not much exceeding ten months, he captured the extraordinary number of thirty-three vessels, mounting in the aggregate 128 guns, and containing 630 persons. On August 8 his lordship was rewarded for his services, by being made post captain in *La Raison* frigate; but the peace of Amiens occurring soon after, he disappeared from the scene of his increasing naval fame.

Soon after the recommencement of hostilities, Lord Cochrane was appointed to the *Arab* in October 1803; and in the following year to the *Pallas* frigate, of 32 guns. A considerable number of prizes, amongst others the capture of *Il Fortuna*, a Spanish galleon, laden with specie, amounting it was said to £150,000, besides merchandise of nearly an equal value, afforded a rich recompence to his valour. On this occasion a noble act of generosity was performed by his lordship, officers, and crew. The Spanish captain and supercargo represented that the whole of their property, amounting in goods and specie to about 30,000 dollars each, was embarked in *Il Fortuna*, by the capture of which ship they were reduced to a state of indigence, and that this was the second time the captain had sustained such a misfortune. The result of their appeal was, that they each received 5000 dollars in specie from their captors, a boon of benevolence which, by the joyful tears they shed, called forth the most grateful feelings of the heart. Early in April 1806, the *Pallas* was employed in the execution of a very gallant enterprise in the Garonne, a river the most difficult in its navigation of any on the French coast. "Nothing," observed Adm. Thornborough, "can evince more clearly the high state of discipline of the crew of the *Pallas*, than the humanity shewn by them to the enemy in the conflict." Lord St. Vincent wrote in the envelope of Lord Cochrane's letter, detailing the action.—"The gallant and successful exertions of the *Pallas* reflect very high honour on her captain, and call for my warmest admiration." In May he demolished some signal-posts, which, by announcing the exact situation of our cruisers, had been the means of keeping the French trade much in port. He carried the battery of Point d'Equilon by a *coup-de-main*, notwithstanding the vast disparity of force. In 1806 he engaged a 40 gun frigate and three brigs, under the batteries of L'Isle d'Aix, and would have taken the frigate, had not two others come to her assistance. The whole of his dispatch relative to this action, one of the most important in his lordship's professional life, will be found under the head of HOME STATION. The *Pallas* was so disabled, that Lord Cochrane did not go to sea again in that ship; but was appointed to the *Imperieuse* (formerly *La Médée*) of 40 guns. For the particulars of his successful attack upon Fort Roquette, his strenuous exertions in behalf of the Spanish cause, his actions on the coast of Languedoc, his heroic defence of the castle of Rosas, when with 160 he drove back 1000 picked men, and lastly for his signal services in Basque Roads, in 1809, which procured him the honourable Order

of the Bath, we beg to refer to the several heads, under which they are narrated in this work.

In 1806 Lord Cochrane became a representative for the borough of Honiton, an honour which cost him, it is said, not less than a thousand guineas. Parliament however being soon after dissolved, he was elected, with Sir Francis Burdett, in 1807, a member for Westminster, and continued the representative for that city until the last election in 1818, when he declined the honour of becoming a candidate. His lordship sailed for South America, where, it is said, he has amply repaired the deficit in his cash account, caused by his multifarious exertions in Europe. In 1824 he returned to England. See MEDITERRANEAN STATION, May 5, June 9, 1801; July 31, 1808; HOME STATION, May 10, 14, 1806; January 6, 1807; BASQUE ROADS, and ROSAS.

COCKBURN, Vice-Adm. Sir George. At the commencement of the war with the French Republic, the subject of this memoir was a lieutenant in the *Britannia*, a first-rate, bearing the flag of Vice-Adm. Hotham, with whom he proceeded to the Mediterranean, and then removed into the *Victory*, another first-rate, bearing the flag of Vice-Adm. Lord Hood, by whom he was made commander in the *Speedy* sloop, of 14 guns. Early in 1794 he was appointed acting captain of the *Meleager* frigate, of 32 guns, and was confirmed by a post commission, bearing date February 24, 1794. He was present at the capture of the French ships *Ca Ira*, 80, and *Censeur*, of 74 guns, on March 14, 1795, by the fleet under the command of Vice-Adm. Hotham. Shortly afterwards he joined the squadron commanded by Com. Nelson, employed in co-operation with the Austrian and Piedmontese armies, and in checking the trade between Genoa, France, and the places occupied by the republican troops. On May 31 he assisted in the capture of six vessels, who had taken shelter under a battery, which he silenced. These vessels had sailed from Toulon, laden with cannon, &c. for the siege of Mantua. He was subsequently appointed to *La Minerve*, of 42 guns, and 281 men, in which ship Com. Nelson hoisted his broad pendant on December 10, 1796, and while proceeding with the *Blanche* frigate to superintend the evacuation of Porto Ferrajo on December 19, he fell in with two Spanish frigates, the *Sabina* and *Ceres*, each mounting 40 guns; *La Minerve* engaged the former, and after an action of nearly three hours, she struck, having had 164 men k. and w.; *La Minerve* had 7 k. and 44 w.; shortly afterwards the *Sabine* was retaken: the particulars will be found detailed under the article MEDITERRANEAN STATION. He arrived at Porto Ferrajo on December 27; and *La Minerve*, after having been repaired, sailed on January 29, 1797, with the late viceroy of Corsica and suite on board, and the transports with the troops, under his protection, the whole of which arrived safe at Gibraltar on February 10. After remaining one day he sailed, and on the 13th joined the fleet, under the command of Sir John Jervis, off Cape St. Vincent, when Com. Nelson joined his own ship, the *Captain*, of 74 guns: he assisted in the glorious battle on the following day. *La Minerve* continued on the Mediterranean Station until the suspension of hostilities, and cruised with considerable success, capturing several privateers and valuable merchantmen. On September 2, 1801, Capt. Cockburn assisted at the capture of the *Success*, formerly a British frigate, and destruction of the *Bravoure*, of 46 guns, and 283 men. See MEDITERRANEAN STATION. Towards the end of
the

the year, *La Minerve* returned to England with the flag of Sir J. B. Warren. In the summer of 1803, he was appointed to the *Phaeton*, of 38 guns, in which he conveyed Mr. Merry, ambassador to the United States, his lady and suite, to New-York. In July 1806 he was appointed to the *Captain*, 74; about March 1808 to the *Aboukir*, a new 74 gun ship; and afterwards to the *Pompee*, of 80 guns, in which ship he assisted at the reduction of Martinique, in February 1809, under the command of Sir Alexander Cochrane, who intrusted the naval arrangements entirely to him. (See MARTINIQUE.) In the following summer Capt. Cockburn commanded the *Belleisle*, 74, in the expedition to the Scheldt, and there commanded a division of bombs and gun vessels, which bombarded the town of Flushing, until the French commandant signified his intentions to surrender; he was then selected, with the adjutant-general of the army, to settle the terms of capitulation. Early in 1810 he was appointed to the *Implacable*, another third-rate, and was employed under Sir Richard Keats in the defence of Cadiz: he was subsequently sent to South America, to mediate between Spain and her trans-atlantic colonies. On August 1, 1811, he was nominated colonel of Royal Marines; on August 12, 1812, advanced to the rank of rear-admiral, and shortly afterwards hoisted his flag in the *Marlborough*, 74, and proceeded to the coast of North America. In the month of April 1813 the rear-admiral commenced a desultory warfare in the southern part of the United States, by proceeding with a light squadron up the Chesapeake Bay, the brilliant operations of which will be found detailed under the article NORTH AMERICAN STATION, and where it will be seen that he continued employed during the remainder of the war with America, with his flag in the *Severn*, of 60 guns; he then returned to England.

In July 1815, when the late ruler of the French nation surrendered himself to the British, Sir George Cockburn was appointed commander-in-chief at the Cape of Good Hope and the island of St. Helena. To his care was confided that personage to be conveyed to the latter place for the purpose of secure detention. On August 8 the rear-admiral sailed from Plymouth, with his flag on board the *Northumberland*, 74, and on October 16 following landed his turbulent prisoner at St. Helena, where Sir George continued until the arrival of Sir Hudson Lowe, to whom he transferred his charge; and after being relieved in the command of his squadron by Sir Pulteney Malcolm, he returned to England about the middle of 1816.

On February 20, 1818, Sir George Cockburn was created a G. C. B. and in the following month obtained a seat at the Board of Admiralty; at the general election the same year was chosen member of parliament for the borough of Portsmouth; on August 12, 1819, he attained the rank of vice-admiral; and on April 5, 1821, was appointed major-general of the Royal Marines.

CODRINGTON, Rear-Adm. Sir E. was made a lieutenant in 1793, and served on board the *Queen Charlotte*, bearing the flag of Earl Howe, in the battle with the French fleet on June 1, 1794. He was soon after made a commander in the *Comet* fire-ship, was promoted to the rank of post captain on April 6, 1795, and commanded the *Babet*, of 22 guns, under Lord Bridport, in the action off L'Orient, June 23; from the *Babet* he removed into the *Druid*, of 32 guns, and assisted at the capture of *La Ville de L'Orient*, a French frigate, armed *en-flûte*, with 400 hussars on board, on the coast of Ireland, on January 7, 1797. In the summer

of 1804 he was appointed to the *Argo*, of 44 guns, and removed from that ship into the *Orion*, 74, and was in the action with the combined French and Spanish fleets, off Cape Trafalgar, on October 21, 1805: for his conduct on that memorable day he was honoured with a gold medal, and, in common with the other officers of the fleet, received the thanks of both houses of parliament. Towards the latter end of 1808 he was appointed to the *Blake*, 74; and in 1809 served under Sir Richard Strachan in the expedition to the Scheldt; on August 15, while passing the batteries of Flushing, the *Blake* had 2 k. and 9 w. and Capt. Codrington's gallant behaviour was duly noticed in the official dispatches. In 1810 he was employed in the defence of Cadiz; and subsequently commanded a squadron stationed on the coast of Catalonia, for the purpose of co-operating with the Spanish patriots, to whom he rendered very great assistance, by his active zeal and sound judgment. He was appointed colonel of marines December 4, 1813, and advanced to the rank of rear-admiral June 4, 1814; he then served as captain of the fleet on the North American Station, under Sir Alexander Cochrane, with whom he was in the expeditions up the Chesapeake, and also against New Orleans, the operations of which are detailed under their respective heads. He returned to England with the official accounts of the capture of Fort Boyer. The rear-admiral was nominated a K. C. B. January 2, 1815, and attained the rank of vice-admiral May 27, 1825.

COFFIN, Adm. Sir I. was born May 16, 1759, at Boston, in North America. He entered the naval service in May 1773, under the auspices of Rear-Adm. J. Montagu, who placed him in the *Gaspée* brig, commanded by Lieut. W. Hunter, with whom he made a rapid progress in acquiring nautical knowledge. On quitting the *Gaspée* he served as midshipman, successively, on board the *Captain*, *Kingfisher*, *Fowey*, and *Diligent*, on the Halifax Station; from the latter vessel he was removed into the *Romney*, 50, bearing the flag of his patron, on the Newfoundland station. In the summer of 1778 he obtained the rank of lieutenant, and was appointed to the command of the *Placentia* cutter. In the spring of 1779, he served on board the *Sybil* frigate, Capt. Pasley, and was soon after appointed to the command of *Le Pinson* armed ship, in which vessel, owing to the negligence of the master, he was wrecked on the coast of Labrador. He then returned to St. John's, was tried by a court martial, and fully acquitted, his conduct being considered that of an able officer and seaman.

Lieut. Coffin then returned to England, and in November was appointed to the *Adamant*, about to be launched. In August 1780, that ship was ordered to escort the trade bound to New York. He was next appointed to the *London*, 98, bearing the flag of Rear-Adm. Graves, then second in command on the coast of America; and from her he was removed into the *Royal Oak*, 74, under Vice-Adm. Arbuthnot, commander-in-chief, to whom he was signal lieutenant in the action off Cape Henry, March 16, 1781. In July he received the official notification of his promotion to the rank of commander, and joined the *Avenger* sloop at New York, in which vessel he proceeded up the North River, to the British advanced post, where he remained some months. In January 1782, he exchanged with the present Sir A. Cochrane, into the *Pachahunter* sloop, and proceeded to Barbadoes, where he found Sir S. Hood about to sail for St. Kitts, in quest of the French fleet: hereupon he

he obtained permission to serve as a volunteer on board the *Barfleur*, 96, bearing Sir Samuel's flag, and shortly after sailed: he was consequently in the partial action with the French fleet, under Count de Grasse, on April 20, and following day, after which he rejoined his sloop. Shortly after the memorable battle of April 12, 1782, Capt. Coffin went with part of the crew of the *Santa Ammonica*, which had been wrecked at Tortola, to Jamaica, where he was appointed captain of the *Shrewsbury*, 74, and confirmed in that rank on June 13. In the month of December following he exchanged with Capt. Hotchkiss, of the *Hydra* 20 gun-ship, and on returning to England was put out of commission.

The next appointment he had was to the *Thïsbe* frigate, in 1786, in which ship he took Lord Dorchester and his family to Quebec, where he arrived on October 23, and then proceeded to Halifax to winter. He returned to England in 1788.

At the Spanish armament in 1790 he was appointed to the *Alligator* frigate, of 28 guns; and in the spring of 1791 was once more ordered to America, from whence he returned with Lord Dorchester and his family in the ensuing autumn: the *Alligator* was soon after paid off. At the commencement of the war with the French republic he was appointed to the *Melampus* frigate, and was employed in the Channel until the close of 1794; when one night, by exerting himself too violently, he became so ill as to be obliged to quit his ship. On his recovery he was appointed to the regulating service at Leith. He was afterward resident commissioner at Corsica, where he remained until the evacuation of that island, October 18, 1796: from thence he removed to Lisbon, and was during two years employed at the head of the naval establishment at that place. Towards the end of 1798, when Minorca fell into the possession of the British, he was appointed to superintend the arsenal at Mahon, and a few months after returned to England, on his way to Nova Scotia, whither he proceeded in the *Venus* frigate. He continued in the performance of the arduous duties of a resident commissioner of the navy, at Halifax and Sheerness, until April 23, 1804, at which time he was advanced to the rank of rear-admiral, and soon after hoisted his flag on board the *Gladiator*, as port admiral at Portsmouth. On May 29 he was raised to the dignity of a baronet of Great Britain, as a reward for his public services. On being promoted to the rank of vice-admiral, on April 28, 1808, Sir Isaac hoisted down his flag, and has not since been employed. He became a full admiral June 4, 1814.

COGHLAN, Capt. J. C. B. See JAMAICA STATION, March 20, 1805; MEDITERRANEAN STATION, August 1813.

COLE, Capt. Sir C., K. C. B. See EAST INDIA STATION, September 25, 1806; BANDA; JAVA; HOME STATION, October 20, 1813.

COLLIER, Capt. Sir G., K. C. B. See CAPE OF GOOD HOPE STATION, September 5, 1801; HOME STATION, June 22, July 10, 1806; ST. SEBASTIAN; ONTARIO LAKE; AMERICAN STATION, December 28, 1814.

COLLINGWOOD, Vice-Adm. Lord. This worthy coadjutor and friend of the illustrious Nelson, and who, after his fall in the ever-memorable battle off Trafalgar, succeeded to the command of the fleet which obtained so signal a victory over the combined fleets of France and Spain, was born at Newcastle-upon-Tyne. His parents were in respectable but not opulent circumstances.

Evincing

Evincing at an early age an inclination to a maritime life, after six or seven years education at the grammar school, he entered in the year 1761 into service, under the protection and patronage of his maternal uncle, Capt. (afterwards Admiral) Braithwaite. After being thirteen years in the service without promotion, on February 27, 1774, he went in the *Preston*, Vice-Adm. Graves, to America, and in the following year was promoted to the rank of fourth lieutenant in the *Somerset*, on the day of the battle of Bunker's-hill. In 1776, being sent in the *Hornet* sloop to Jamaica, the *Lowestoffe* came soon after to the same station, of which Lord Nelson was at that time second lieutenant, and with whom he had before contracted habits of great friendship, which were here renewed. On the arrival of Vice-Adm. Sir Peter Parker to take the command upon that station, he became the common patron of these two friends, whose good fortune commenced at that time, and continued till Collingwood, who had followed his friend in the earlier stages of his promotion, became his worthy successor to the command of his victorious fleet, in the last triumphant scene of his glory. In 1780, Collingwood, then captain of the *Hinchinbrooke*, from which Nelson had been promoted to a larger ship, was employed upon a disastrous expedition to the Spanish main, the object of which was to pass by boats the river San Juan, and the lakes Nicaragua and Leon, into the South Sea. The rapidity of the current, the several falls over the rocks, which intercepted the navigation, but above all, the deadly nature of the climate, rendered the expedition abortive. Capt. Collingwood resisted many attacks of contagion, and survived most of his company, having buried in four months no less than 180 out of the 200 which composed it: the other ships employed on this expedition suffered in the same or still greater proportion. This dreadful station he quitted in August 1780, and in the following December was appointed to the command of the *Pelican*, of 24 guns, which shortly after, in a violent hurricane, was wrecked upon the *Morant Key*. By the help of rafts the captain and crew got on shore; and upon those sandy hills, with little food or water, they remained ten days, until a boat went to Jamaica, and the *Diamond* frigate was sent to their relief. He was next appointed to the command of the *Sampson*, in which ship he served till the peace of 1783, when he was appointed to the *Mediator*, and sent to the West Indies, where he again met his friend Nelson, who at that time commanded the *Boreas*. The letters of this great man to his friend Capt. Locker, strongly evince the ardent and sincere friendship which he entertained for Collingwood, to whose virtues and talents he bore an affectionate testimony. The letters were published in the appendix to his life by Charnock. In one he says—"Collingwood is at Grenada, which is a great loss to me, for there is nobody that I can make a confidant of." In another—"Collingwood desires me to say he will write you soon such a letter that you will think it a history of the West Indies. What an amiable, good man he is!" In another—"What a charming, good man! He is a valuable member of society." Off Martinique he writes—"This station has not been over pleasant: had it not been for Collingwood, it would have been the most disagreeable I ever saw." He returned to England in 1786, and after a service of five-and-twenty years, enjoyed the sweets of retirement with his family and friends in Northumberland.

On the war breaking out with France in 1793, he was appointed to the

the Prince, Rear-Adm. Bowyer's flag-ship, with whom he served in this ship, and afterwards in the *Barfleur*, until the engagement of June 1, 1794. He acquitted himself with distinguished bravery in that action, but owing to some misunderstanding between him and Lord Howe, occasioned, it is said, by his name having been entirely omitted in his lordship's official dispatches, and some delay in presenting him with the medal, after it had been conferred upon the several other captains, he declined accepting the proffered honour. On August 7 he was appointed to the command of the *Hector*, and afterwards to the *Excellent*, in which ship he merited his full share of the laurels obtained by the glorious victory off Cape St. Vincent.

On February 14, 1799, he was raised to the rank of rear-admiral of the white, and hoisted his flag on board the *Triumph*, on the Channel station. In June 1800 he shifted his flag to the *Barfleur*; and in 1801 was promoted to the rank of rear-admiral of the red, in which ship, and upon the same service, he continued till the end of the war. On the recommencement of hostilities he was again called into service. On April 23, 1804, he was made vice-admiral of the blue, and resumed his former station off Brest. In May 1805 he was detached with a reinforcement of ships to the blockading fleet at Ferrol and Cadiz. He displayed his consummate genius and address in blocking up the latter port, and with four ships of the line confining to their own harbour the enemy's fleet, amounting to nearly four times the number. On the return of Lord Nelson, in the month of September, he resumed the command, and Vice-Admiral Collingwood was his second. The combined fleets of France and Spain, consisting of thirty-three ships (eighteen French and fifteen Spanish), were discovered on October 21, at daylight, by the fleet under Lord Nelson's command, consisting of twenty-seven ships. The signal was immediately made for the fleet to bear up in two columns. Vice-Adm. Collingwood led his column into action in the *Royal Sovereign*, and first broke through the enemy's line, "which," says the *Naval Chronicle*, "he did in a style that commanded the admiration of both fleets, and drew from Lord Nelson this warm and honourable testimony to the skill and bravery of the partner of his glory—'Look at that noble fellow! Observe the style in which he carries his ship into action!' While the vice-admiral, with equal justice to the spirit and valour of his friend, was enjoying the proud honour of his situation, and saying to those about him—'What would Nelson give to be in our situation!'" The splendid victory which followed, and the particulars of which will be found under the head "*Trafalgar*," gave a signal death-blow to the naval power of France and Spain, and elevated that of Britain to the highest pinnacle of glory. The loss on board the *Royal Sovereign* in killed and wounded was 141, an incontestible proof of the share which Lord Collingwood had in this victory, which, as *he* was second in command, it was only second to that of the illustrious and ever-to-be-lamented Nelson.

The tempestuous weather which followed called forth all the activity, experience, fortitude, and patience of Lord Collingwood, to save his own fleet and many of the ships and lives of the enemy; for it appears there was a moment when the danger was so imminent, that had not the wind shifted a few points, the greater part of his fleet must have inevitably perished. In his official letter of October 28, he gives a deplorable account of his situation, which "had

"had been the most critical, and their employment the most arduous, that ever a fleet was engaged in."

On November 9, he was advanced from the blue to the rank of vice-admiral of the red. On the same day his majesty conferred upon him, and his heirs male, the title of Baron Collingwood, of Caldburne and Hethpoole, in the county of Northumberland; and the two houses of parliament, in addition to their vote of thanks, concurred in a vote of two thousand pounds a-year for his own life, and the lives of his two succeeding male heirs; but having no male issue, it was commuted for a provision for Lady Collingwood and the two daughters of the marriage. Lord Collingwood continued unremittingly at sea, never took his seat in the house of peers, nor revisited his family or country since his signal merits obtained the distinguished honours and rewards we have stated. His lordship expired on board the *Ville de Paris*, at eight o'clock at night, on March 7, 1810, two days after his departure from Minorca, on his return to England for the recovery of his health, which had been long in a very reduced state. See TRAFALGAR, MEDITERRANEAN STATION, October 23, 1809.

COLOMBO. The reduction of Colombo, in the island of Ceylon, being meditated early in 1796, on] February 5, Capt. Gardner, in the *Heroine*, with a body of troops under Col. J. Stuart, anchored off Negombo, about five leagues northward of Colombo. On the next day the troops were all disembarked, and on the 12th the ships of war and transports anchored within two miles of the fortress, and landed the guns and stores for carrying on the siege. On the 14th, every thing being ready for an attack, the fortress was summoned and capitulated. On the 16th Colombo and its dependencies were put in possession of his majesty's forces. The spices and merchandise only, independent of the ships and military and naval stores, were estimated at 25 lacks of rupees in the capitulation.

COLPOYS, Adm. Sir John, went to sea about the year 1756, and served at the sieges of Louisbourg, Martinique, &c. In the subsequent peace he was employed mostly in the West Indies. In 1770 he went to the East Indies, where he was made master and commander; and in 1772 post-captain. In August 1779 he commanded the *Royal George*, of 100 guns, then bearing the flag of Rear-Adm. Sir J. L. Ross, in the Channel fleet, Adm. Sir Charles Hardy chief in command. On April 10, 1794, Capt. Colpoys was promoted to the rank of rear-admiral of the blue; and on June 1, 1795, to that of vice of the blue. On June 12 he sailed from St. Helen's, with the Channel fleet, under the command of Lord Bridport. On the 22d the enemy's fleet was descried, and a partial action ensued, in which the *London*, of 98 guns, Adm. Colpoys's ship, was engaged. In 1797 the admiral was invested with the noble Order of the Bath; on January 1, 1801, he was made admiral of the blue; in June, 1803, he was appointed commander-in-chief at Plymouth. In 1804 he was made a lord of the Admiralty; in 1805 treasurer of Greenwich Hospital; and in the same year admiral of the white; in 1809 admiral of the red. He died in 1821.

COLUMBINE, Com. See SENEGAL.

CONSTANTINOPLE. Differences having arisen between the Porte and the British government, a squadron of ships was dispatched to the Dardanelles, for the purpose of bringing them to a termination.

termination. It consisted of the Royal George, 110, Vice-Adm. Sir J. T. Duckworth, commander-in-chief, Capt. R. O. Dunn; Canopus, 80, Rear-Adm. Sir T. Louis, Bart. Capt. T. G. Shortland; Pompée, 80, Rear-Adm. Sir W. S. Smith, Capt. R. Dacres; Windsor Castle, 74, Capt. C. Boyles; Repulse, 74, Hon. A. K. Legge; Thunderer, 74, John Talbot; Standard, 64, Thomas Harvey; Endymion, 40, Hon. T. B. Capel; Active, 40, R. H. Mowbray; and Meteor, —.

The admiral passed the Dardanelles at a quarter to nine o'clock on the morning of February 19, 1807. A small Turkish squadron had been for some time at anchor within the inner castle. Adm. Sir S. Smith had orders with his division to destroy them, should they interrupt the passage. At half-past nine o'clock, the Canopus entered the narrow passage of Sestos and Abydos, and sustained a very heavy cannonade from both castles, within point blank shot of each other. They fired upon the ships as they passed in succession, but it was returned in such a spirited manner as so considerably diminished its force, that the effect on the sternmost ships could not have been severe. Immediately to the north-east of the castles, and between them and Point Pesquies, in which a formidable new battery had been erected, the small squadron already alluded to were at anchor, the whole of which Sir Sidney Smith caused to explode in four hours, except a small corvette and a gun-boat, which were preserved. One frigate was driven on shore on the European side, and destroyed by Capt. H. Mowbray; and the sixty-four having run on shore on Pesquies Point, was destroyed by the Repulse, Hon. A. K. Legge, in conjunction with the boats of La Pompée. The battery of 30 guns on Point Pesquies was taken possession of by the royal marines; the guns were spiked, and the squadron anchored on the evening of the 20th off Constantinople. Negotiations were immediately entered into between Mr. Arbuthnot, the British minister, and a minister of the Porte, which continued till the 27th with a prospect of success. Notwithstanding the progress of negotiation, the Turks were observed, on the 27th, to be erecting a battery on the island of Protà, to which a party of marines from the Canopus were dispatched, and were brought off, on making signals of distress, by the boats and marines of the Royal George, Windsor Castle, and Standard. The discomfiture was occasioned by about a hundred of the Turks having retired to an old convent, where they defended themselves by firing through the loop-holes. In the course of the night they effected their escape, though every expedient of vigilance was exerted.

The admiral states, in his official dispatches to Vice-Adm. Lord Collingwood, commander-in-chief on the Mediterranean Station—"I now come to the point of explaining to your lordship the motives which fixed me to decide in repossessing the channel of the Dardanelles, and relinquishing every idea of attacking the capital, and I feel confident it will require no argument to convince your lordship of the utter impracticability of our force having made any impression, as at this time the whole line of the coast presented a chain of batteries; that twelve Turkish line-of-battle ships, two of them three-deckers, with nine frigates, were with their sails bent, and apparently in readiness, filled with troops; add to this, near 200,000 were said to be in Constantinople, to march against the Russians; besides, there were an innumerable quantity of small craft,

craft, with boats; and fire vessels had been prepared to act against us."

The squadron passed Point Pesquies and the castles in safety on March 3. The Turks had been incessantly occupied in adding to the number of their forts. The fire of the two inner castles had, in going up, been severe, but the effects in returning were doubly formidable; in short, had they been allowed another week to complete their defences throughout the channel, it would have been a very doubtful point whether the squadron could have returned at all. The shot which they fired were granite, and of a prodigious weight; the mainmast of the Windsor Castle was more than three quarters cut through by one of 300 lb. weight. The result of the action off Point Pesquies was the burning of one ship of the line of 64 guns, four frigates, three corvettes, one brig, two gun-boats; captured one corvette, one gun-boat. The total loss sustained by the squadron was 46 killed, 235 wounded, and 4 missing. See DUCKWORTH, Adm. Sir J. T.

COOKE, Capt. John, the companion, in life and in death, of the brave Capt. Duff, was the second son of Francis Cooke, Esq. cashier of the navy. At eleven years of age he embarked on board the Greyhound cutter, commanded by Lieut. Bazely, but soon returned to Mr. Braken's naval academy at Greenwich, to acquire the first elements of nautical science and military tactics. It was here that first dawned upon him the patronage of Lord Bridport, which continued through life; through him he was borne on one of the king's yachts' books, which procured him the double advantage of prosecuting his naval studies, and reckoning his time as though in actual service. At thirteen he accompanied Lord Howe to America, in the Eagle, of 64 guns. He distinguished himself so much at the attack of Rhode Island, that in returning home his juvenile modesty was startled by Lord Howe's clapping him on the back, in his abrupt manner, and saying to him, in the presence of many persons—"Why, young man, you wish to become a lieutenant before you are of sufficient age!" He was in fact made a lieutenant on the Eagle's arrival in England, and appointed to the Worcester, in which ship he went with Sir Edward Hughes to the East Indies, where his active services so much affected his health, that he was obliged to return home, and thus lost his promotion for some years. When his health was re-established, he went with Adm. (afterwards Lord) Gardner, to the West Indies, and became his first-lieutenant; but the consequences of a severe fall, after serving three years on that station, with the prospect of promotion, obliged him to return once more to his native country, where having again recovered his health, he was appointed by Lord Bridport his third lieutenant, on board the London. At the commencement of the late war he was made post, and had a variety of service, in which nothing particularly striking occurred, except the capturing, in company with Sir H. B. Neale, two French frigates, on their return from disembarking troops on the Welch coast. In 1805 he was appointed to the Bellerophon.

It had ever been Capt. Cooke's ardent wish to be once in a general engagement, under the command of, and with Lord Nelson. This desire was gratified, though it cost both their lives at the same moment, and almost in the same manner. Immediately previous to the battle off Trafalgar, Capt. Cooke exhorted his men to remember the words of their gallant admiral—"England expects

pects that every man will do his duty." He was cheered by the whole ship's company, who wrote on their guns in chalk—"Bellerophon—death or glory!" Having broken the line, and taken the *Monarca*, of 74 guns, she was immediately surrounded by four line-of-battle ships. The carnage was great, and particularly so from the men stationed aloft in one of the enemy's ships, *L'Aigle*, a lofty ship, whose mainmast came into close contact with the *Bellerophon's* foremast. The men on the poop fell so fast, that Capt. Cooke was obliged to call them down on his quarter-deck. The master's leg was shot off, and another man wounded, as he was speaking to them; till at last, only his first lieutenant and a midshipman were left on deck. It was now noticed by his first lieutenant to Capt. Cooke, that he had his epaulettes on, and that he was marked out by the men in the tops. His reply was—"It is now too late to take them off: I see my situation, but I will die like a man." He had discharged his pistols very frequently at the enemy, who as often attempted to board, and he had killed a French officer on his own quarter-deck. He was reloading his pistols, when he received two musket-balls in his breast. He immediately fell; and on the quarter-master's going up, and asking him if he should take him down below, his answer was—"No, let me lie quietly one minute: tell Lieut. Cumby never to strike." Thus fell Capt. John Cooke, in the forty-third year of his age. See **HOME STATION**, March 9, 1797, and **TRAFALGAR**.

COOKE, Capt. E. See **CAPE OF GOOD HOPE STATION**, February 28, 1793.

COPENHAGEN, battle off. In consequence of an armed confederacy having been entered into by Russia, Denmark, and Sweden, which was conceived by the British government to be hostile to its maritime interests, a British fleet was sent, under the command of Adm. Sir Hyde Parker, into the Baltic. The first object of its operations was to break this northern league; and the hostile disposition of the Danish government having been previously ascertained by means of a correspondence between the British admiral and the Danish commander of Cronenberg Castle, at the entrance of the Sound, Sir Hyde Parker proceeded to fulfil the object of his enterprise.

On March 30, 1801, the English fleet passed the Sound in a cloud of smoke, produced by fired gunpowder, which obscured a view of them from the Danish shore, while the forts on that coast kept up an incessant fire without effect, while the Swedes on the opposite shore remained silent. The fleet having passed the batteries, anchored within five or six miles of the isle of Huen. Adms. Parker, Nelson, and Graves, then went on board a lugger, to reconnoitre the Danish line of defence. This was again inspected on the following day, when it was resolved to make the attack from the southward; and Lord Nelson, having offered his services for conducting it, had shifted his flag from the *St. George* to the *Elephant*; and his lordship having, by the assistance of Capts. Riou and Brisbane, and the masters of the *Amazon* and *Cruiser*, buoyed the channel of the Outer Deep, the squadron passed in safety through to the southward, and anchored off *Draco*, in the evening of April 1. It had been previously determined by Adm. Sir Hyde Parker, that Lord Nelson's squadron should attack the Danish line from the southward, that the ships remaining with Sir Hyde Parker should weigh at the same moment his lordship did, and

menace, from the northward, the Crown-Batteries and four ships of the line at the entrance of the arsenal, and also cover our disabled ships as they came out of action.

Lord Nelson's squadron consisted of the Elephant, 74, Vice-Adm. Lord Nelson, and Capt. T. Foley; Defiance, 74, Rear-Adm. T. Graves, Capt. R. Retalick; Monarch, 74, J. R. Mosse; Bellona, 74, Sir T. B. Thompson; Edgar, 74, George Murray; Russel, 74, William Cuming; Ganges, 74, T. F. Freemantle; Glatton, 54, William Bligh; Isis, 50, J. Walker; Agamemnon, 64, R. D. Fancourt; Polyphemus, 64, John Lawford; Ardent, 64, T. Bertie; Amazon, 38, E. Riou; Désirée, 40, H. Inman; Blanche, 36, G. E. Hamond; Alcmena, 32, S. Sutton; Dart (slp.) 30, J. F. Devonshire; Arrow (slp.) 30, Wm. Bolton; Cruiser (slp.) 18, James Brisbane; Harpy (bg.) 18, Wm. Birchall; Zephyr (fire-ship), 14, C. Upton; Otter (fire-ship), 14, George M'Kinley; Discovery (bg.), 16, John Conn; Sulphur (bomb), 10, H. Whitter; Hecla (bomb), 10, R. Hatherill; Explosion (bomb), 8, J. H. Martin; Zebra (bomb), 16, E. S. Clay; Terror (bomb), 8, S. C. Rowley; Volcano (bomb), 8, J. Watson. In addition to these, Capt. J. Rose, in the Jamaica, 26, had the command of six gun-brigs, which were to have raked the southernmost ships of the Danish line, had the current permitted.

On the morning of the 2d Lord Nelson made signal to weigh, and engage the Danish line. The result was, that the whole of the south wing were sunk, burnt, taken, or dispersed (being the whole of the line to the southward of the Crown-Batteries), after a battle of four hours. The action began at five minutes past ten in the morning; the van, led by Capt. George Murray, of the Edgar, who set a noble example of intrepidity, which was as well followed up by every captain, officer, and man in the squadron. The loss in such a battle was naturally very heavy, and among other brave officers and men who were killed, were Capt. Mosse, of the Monarch, and Capt. Riou, of the Amazon. Capt. Sir T. B. Thompson lost a leg; and our killed and wounded may be thus stated: officers, 20 k. and 48 w.; seamen, &c. 234 k. and 641 w. Fifteen Danish ships were taken, sunk, or burnt.

From the intricacy of the navigation, the Bellona and Russel unfortunately grounded, but yet so placed as to be of great service. The Agamemnon could not weather the shoal of the middle, and was obliged to anchor. The bombs, which were stationed abreast of the Elephant, threw shells into the arsenal. The Jamaica and gun-brigs were so opposed by the current, that they could not be gotten forward in time to be of service in the action. The Désirée, which afterwards grounded, performed great service in raking the southernmost ship of the Danish line. It was greatly lamented by Sir Hyde Parker, that the sort of attack, and the peculiar nature of the navigation, excluded the ships particularly under his command from the opportunity of exhibiting their valour; and it was in consequence of unforeseen and unavoidable circumstances, near the conclusion of the battle, when Sir Hyde's division had advanced sufficiently near to the north end of the enemy's line for the Defence, Ramillies, and Veteran, the three headmost ships, to begin a fire upon the Crown-Batteries, and two northernmost ships of the line of defence, the frigates having then changed their station; but, as the gallant admiral truly asserted, the whole fleet were animated with the same zeal and the same spirit.

It

It may seem unnecessary to comment upon this day's success; but it would not be doing justice to the great merit of Lord Nelson, were the correspondence to be omitted which took place between his lordship and the prince royal of Denmark near the end of the battle, and which originated on the part of the noble vice-admiral. Commenced as it was by him in the moment of victory, it did *him* the highest honour; and, through him, his admiring country.

SENT BY A FLAG OF TRUCE.

"On board the *Elephant*, off Copenhagen, April 2, 1801.

"Lord Nelson has directions to spare Denmark when no longer resisting; but if the firing is continued on the part of Denmark, Lord Nelson will be obliged to set on fire all the floating batteries he has taken, without having the power of saving the brave Danes who have defended them. NELSON & BRONTE.

"To the *Brothers of Englishmen, the Danes*."

NOTE FROM THE SHORE.

"His royal highness the Prince Royal of Denmark has sent Adjutant-Gen. Lindholm on board his Britannic Majesty's ship *Elephant*, Lord Nelson, to ask the particular object of sending the flag of truce."

ANSWER.

"Lord Nelson's object in sending the flag of truce was humanity; he therefore consents that hostilities shall cease, and that the wounded Danes may be taken on shore. Lord Nelson will take his prisoners out of the vessels, and burn or carry off his prizes as he shall think fit. Lord Nelson, with humble duty to his royal highness the Prince of Denmark, will consider this the greatest victory he ever gained, if it may be the cause of a happy reconciliation and union between his most gracious sovereign and his majesty the King of Denmark."

In consequence of this magnanimous offer, negotiations were set on foot, which terminated in an armistice for fourteen weeks, and finally in a total cessation of hostilities, upon the terms mentioned in the convention inserted hereafter among the treaties of peace.

Subsequently to the battle off Copenhagen, the king was pleased to confer on Vice-Adm. Lord Nelson the dignity of a viscount of Great Britain; and on Rear-Adm. T. Graves, that of a knight of the most honourable Order of the Bath. The latter was, by command of his majesty, invested with the order by the hands of Lord Nelson, on board the *St. George*, in Kiøge Bay, near Copenhagen, June 14; and we cannot conclude with more propriety than in the words of his lordship upon that occasion.—"I hope that these honours conferred upon *you* will prove to the officers in the service, that a strict perseverance in the pursuit of glorious actions, and the imitation of *your* brave and laudable conduct, will ever ensure them the favours and reward of our most gracious sovereign, and the thanks and gratitude of our country."

This great achievement having been so successfully accomplished, Sir Hyde Parker and Lord Nelson, leaving the most disabled ships off Copenhagen, proceeded with the rest to combat the Swedes and Russians. On April 19 the fleet arrived off Carlsrona, where the Swedish squadron lay, consisting of several sail of the line, and six large frigates, moored under the protection of strong batteries. A flag of truce was immediately dispatched by the *Dart* sloop, and an answer returned by his Swedish majesty on the 22d of a hostile

nature; but on the 23d the face of affairs became changed by the arrival of pacific overtures from Russia, in consequence of the unexpected death of Paul I. So soon as this was testified to the English admirals, all hostilities were suspended, and the fleet returned to Kiooge Bay. See NELSON.

CORBET, Capt. J. killed. See MEDITERRANEAN STATION, April 28, 1804; CAPE OF GOOD HOPE, and EAST INDIA STATIONS, Sept 12, 1810.

CORNWALLIS, Hon. Adm. Wm. This veteran commander was the son of Charles, the fifth lord, and first earl, and was born in the year 1744. He received his professional education in what is called the old school, under the auspices of Boscawen and Saunders. He went first to America, on board the Newark, in the fleet commanded by Adm. Boscawen; from which ship he removed to the Kingston, Capt. Parry, and was at the capture of Louisbourg, in 1758. He returned to Europe in March 1759, and was removed to the Dunkirk, Capt. Digby, in which ship he was in the engagement between the fleet under the command of Sir Edward Hawke, and that of the French, commanded by Mons. Conflans, which took place on November 20, and was crowned with a glorious victory. On December 27, 1760, he was removed to the Neptune, on board which ship Adm. Saunders's flag was flying. On April 5, 1761, he was appointed lieutenant into the Thunderer, Capt. Proby, and was in the action which took place off Cadiz, between that ship, the Modeste, and Thetis, and the French ships Achilles and Bouffon, which were captured: the Thunderer had 17 killed and 113 wounded. In July 1762 Lieut. Cornwallis was made master and commander, and appointed to the Wasp (slp.); on October 14 he was removed to the Swift, in which ship he continued until April 1765, when he was made post captain, and appointed to the Prince Edward, in which ship he remained until the month of May 1766, when she was paid off. Peace did not divert him long from his professional pursuits, for he hoisted his flag on board the Guadaloupe in September 1766. He continued employed, except at very short intervals, during the whole of the peace, commanding different ships on the West India station and in Europe.

In the year 1778, when France joined the revolted colonies, Capt. Cornwallis commanded the Lion, of 64 guns, and was attached to the ill-fated squadron under the orders of Adm. Byron. In the partial action between the British fleet, under Adm. Byron, and that of the French, under Count d'Estaing, which took place off Grenada on July 9, 1779, the Lion had 21 killed and 30 wounded, was much damaged in her masts and rigging, and nearly disabled. Capt. Cornwallis arrived safe at Jamaica, where he remained under Adm. Parker; but had not been long before an opportunity occurred of signaling himself. In cruising off Monte Christi, with a squadron under his command, consisting of his own ship, the Lion, 64; Bristol, 50, — Parker; and Janus, 44, Lieut. Stevens, on April 20, 1780, he fell in with a French squadron, consisting of three ships of 74 guns each, one of 64, and a frigate, commanded by Mons. La Motte Piquet. The enemy, notwithstanding their great superiority, and having the advantage of out-sailing the British, commenced a distant cannonade at about five in the afternoon, which was continued at intervals till the morning; the firing then lasted several hours, and was renewed on the morning of the 22d, when the British squadron was joined by the

the Ruby, of 64 guns, the Niger and Pomona frigates, which accession of strength did not put it upon an equality with the French. Monsieur La Motte Piquet however gave up the contest, and pushed for Cape François. During this unequal contest the French seem to have directed their attention principally to the rigging, as only 12 men were killed and wounded in the British squadron. Shortly after this action the Lion returned to Europe, and in June 1781, Capt. Cornwallis was appointed to command the Canada, of 74 guns, in which ship he rejoined the fleet on the West India station. He distinguished himself in the action which took place on January 25, 1782, between the fleet under the command of Sir Samuel Hood and that under Count de Grasse, in Basseterre Road, St. Christopher's. Capt. Cornwallis was in the glorious action of April 12, 1782, which added considerably to the laurels he had already obtained. The Canada was in the centre division, and so warmly engaged, that she was almost unrigged, afterwards hanging on the quarter of the French admiral before he struck, and then pursuing the flying enemy at the close of the day.

In January 1783, Capt. Cornwallis was appointed to the Ganges, and in March the same year to the Royal Charlotte yacht, which command he retained until October 1787. This it may be said was the only interval of repose he had enjoyed since his entrance into the service, a period of more than thirty years. After commanding the Robust for a short time, in 1787, Capt. Cornwallis hoisted his broad pendant on board the Crown, in October 1788, and was appointed commander-in-chief of the squadron in the East Indies. During his command in India, the commodore is said to have economized the public expences in such a degree, as to keep his whole squadron for nearly the same sum as what it had formerly cost to maintain a single ship. In 1791, the commodore returned to England, and on February 1, 1793, was promoted to the rank of rear-admiral of the white; in May 1794, he was made vice-admiral of the blue; and in December he hoisted his flag on board the Royal Sovereign. On June 16, 1795, having under his command a squadron of five ships of the line and two frigates, he fell in with a French squadron off the Penmarks, of thirteen sail of the line, fourteen frigates, two brigs, and a cutter. Notwithstanding this great superiority on the side of the French, they avoided coming into close action, and after keeping up a teasing fire at intervals during the whole of the 17th, they tacked, and stood from the British before sunset. A promotion taking place in this month, Adm. Cornwallis became vice-admiral of the red, and in 1796 was appointed to command on the West India Station; he was also in this year appointed by his majesty to the rank of rear-admiral of Great Britain. During the Royal Sovereign's passage to the West Indies, a gale of wind so disabled her, that the admiral thought it necessary to return to England. The lords of the Admiralty made it the subject of a court-martial; the admiral was honourably acquitted, and shortly after, at his own request, struck his flag. On February 14, 1799, he was promoted to the rank of admiral of the blue, and in February 1801 hoisted his flag on board the Ville de Paris, as commander-in-chief of the Channel fleet. Upon the renewal of the war in May 1803, Adm. Cornwallis hoisted his flag on board the Dreadnought, and cruised off Ushant; on July 9, he shifted his flag to the Ville de Paris, as commander-in-chief of the Channel fleet; on April 23, 1804, he was made admiral of the white, and on November 9, 1805,

admiral of the red; he continued in the command of the Channel fleet until February 22, 1806, when he was succeeded by Lord St. Vincent. On May 14, 1814, he was appointed vice-admiral of Great Britain, in the room of Lord Bridport, deceased; and on January 8, 1815, he was constituted a knight grand cross of the first class of the Order of the Bath. The admiral at length closed a long and glorious life, in the service of his country, at Newlands, near Southampton, in the 76th year of his age. See HOME STATION, June 16, 1795, and April 17, 1796.

CORSICA. The British fleet, on January 24, 1794, set sail from its rendezvous in the Bay of Hieres, having for the object of its expedition to dislodge the enemy from Bastia, St. Fiorenzo, and Calvi, in the island of Corsica. An attack was first made upon St. Fiorenzo and the posts which defended it, with a view to gain the undisturbed possession of the gulf of St. Fiorenzo, for the British navy in the Mediterranean. The military force destined for this purpose was commanded by Lieut.-Gen. David Dundas, and Adm. Lord Hood was commander-in-chief of the fleet. The town of St. Fiorenzo was evacuated by the enemy on February 19, the strong posts on the western side of the gulf having been previously taken; but not without repeated attacks and the most arduous perseverance. The town and citadel of Bastia, with the several forts upon the heights, surrendered May 22, 1794, upon an honourable capitulation, to the British forces, after having been besieged from April 4. Calvi surrendered upon similar conditions, August 10, 1794, after a siege of fifty-one days. It was here that the brave Capt. W. Sercoold was killed by a grape-shot.

The Republican forces were by this event driven out of Corsica. The British retained possession until October 1797, when the enemy having succeeded in establishing very powerful reinforcements, the island was found untenable, and evacuated. The ships which shared in the reduction of this island were as follow: **ST. FIORENZO**: — Alcide, 74, Com. R. Linzee, Capt. J. Woodley; Aurora, —; Captain, 74, S. Reeve; Egmont, 74, A. Dickson; Fortitude, 74, W. Young, B*; L'Impérieuse, 40, W. Wolseley, B & C; Le Jean Bart (gunboat), B & C; Juno, 32, S. Hood; Meleager, 32, C. Tyler; Princess Royal, 98, Rear-Adm. S. G. Goodall, Capt. J. C. Purvis, B; Romulus, 36, J. Sutton; Rose (cut.), B, St. George, 98, Rear-Adm. Gell, Capt. T. Foley; and Victory, 100, Adm. Lord Hood, Capt. J. N. Inglefield, and Capt. J. Knight, B & C. **BASTIA**: — Agamemnon, 74, H. Nelson; Cyclops, 28, D. Gould; L'Eclair, 20, G. H. Towry; Fox, (cut.), C; Gorgon, 44, J. Wallis; Illustrious, 74, T. L. Frederick; Modeste, 40, T. B. Martin; Nemesis, 28, S. H. Linzee; Proselyte, 24, —; Sincere, 18, —, C; and Swallow (cut.), C. **CALVI**: — L'Aigle, 36, S. Hood; L'Aimable, 32, Sir H. Burrard, bart.; Dido, 28, Sir C. Hamilton, bart.; Dolphin (hired ship), 44, Lieut. R. Retalick; Lowestoffe, 32, B. Hallowell; La Lutine, 32, —, and Sincerity (cut.). See HOOD, Lord.

* The letters B and C denote Bastia and Calvi: the ships to whose names they are affixed shared also in the reduction of those places.

COTTON, Adm. Sir Chas. the third son of Sir John Hynde Cotton, bart. of Madingly and Landwade, in Cambridgeshire, was born in June 1753, and educated at Westminster school, in which, on leaving it in 1770, he had attained the highest form. He first embarked in an East Indiaman, in which he made one voyage to India.

India. On his return, he was, on October 24, 1772, removed into the *Dart Castle*, Capt. Cumming, under the express auspices of the late Earl of Sandwich, a particular friend of his father, and at that time first lord of the Admiralty. In 1776 he went to America as acting lieutenant in the *Niger*, Capt. Talbot; and on April 29, 1777, he was confirmed a lieutenant by Adm. Lord Howe, and appointed to the *Vigilant* floating battery, Capt. John Manry. In the *Vigilant*, he was employed on the rivers Delaware and Chesapeake, in the arduous duty of protecting the landing of troops, &c. On October 27, 1778, he joined the *Ardent*, then the flag-ship of Adm. Gambier, by whom he was promoted to the rank of commander, in the *Grampus*, on April 3, 1779; and on August 10 he received his commission as post captain for the *Boyna*. On April 21 he was appointed to the *Alarm*, which was one of the repeating frigates in Adm. Rodney's actions of April 12, 1782. On March 1, 1783, he was appointed to the *Majestic*; and in Lord Howe's action of June 1, he had his station second astern of the *Royal George*. He was in the *Mars*, of 74 guns, which was one of Adm. Cornwallis's squadron of five ships that in June effected the most masterly retreat from an immensely superior force of the enemy. On February 26, 1797, he was made rear-admiral of the blue; on April 29, 1800, vice of the blue; and in December 1806 he was commander-in-chief on the Newfoundland station, and afterwards in the Mediterranean. On February 28, 1812, an attack of apoplexy, at Stoke House, near Plymouth, terminated his life at the age of fifty-eight, thirty-eight of which, with very short intervals, had been devoted to the service of his country.

CONFUTNEY, Capt. killed. See **AMERICAN STATION**, **North and South**, July 31, 1798.

CUMBY, Capt. See **St. DOMINGO**.

CUMING, Rear-Adm. William, was a native of Totness in Devonshire, went to sea at an early age, and after having served twenty-three years as a midshipman and lieutenant, was made a commander in 1795. In 1796 he commanded the *Alliance* store-ship, attached to the Mediterranean fleet, and as a reward for his services on that station, was posted by Earl St. Vincent into his own flag-ship, the *Victory*, of 100 guns; his post commission bears date October 13, 1797. In January 1801 he obtained the command of the *Russell*, 74, and soon after accompanied the expedition sent against Copenhagen, where he assisted at the capture and destruction of the Danish line of defence, on the glorious 2d of April. He was afterwards employed off Cadiz, under the orders of Sir James Saumarez, and this circumstance gave origin to a friendship which continued until he drew his last breath. On the renewal of hostilities, Capt. Cuming was appointed to the *Prince of Wales*, a second rate, bearing the flag of Sir Robert Calder, with whom he continued until that officer struck his flag in the autumn of 1805. During the remainder of the war he commanded in succession the *Isis*, of 50 guns, *Sampson*, 64, and *Bombay*, 74: the latter was employed in the blockade of Toulon. He was nominated a C. B. in 1816, and advanced to the rank of rear-admiral July 19, 1821. He died in 1824.

CURACOA, island of, in the West Indies, *D.* surrendered, after having claimed the protection of his Britannic majesty, to the *Nemesis*, 36, Capt. Fr. Watkins, September 12, 1800. It was ceded to the Dutch at the peace of Amiens, March 27, 1802; but was recaptured

captured January 1, 1807, by four frigates, under the orders of Capt. Brisbane, viz. his own ship the *Arethusa*, 38, *Latona*, 38, T. A. Wood, *Anson*, 40, C. Lydiard, and *Fisgard*, 38, W. Bolton. Capt. Brisbane very soon after the break of day made all possible sail with his little squadron in close order of battle, passing the whole extensive line of sea batteries, and anchored in a style far surpassing his expectations. Being however desirous of sparing the effusion of blood, he wrote the following laconic note on the captain of the *Arethusa*, during the action, to the governor of Curaçoa, which was not regarded, as the enemy seemed bent upon destroying him.—“Sir, the British squadron are here to protect, and not to conquer you, to preserve to you your lives, liberty, and property. If a shot is fired at any one of my squadron after this summons, I shall immediately storm your batteries—you have five minutes to accede to this determination.” The harbour was defended by regular fortifications of two tier of guns, Fort Amsterdam mounting alone sixty-six pieces of cannon; the entrance of the port only fifty yards wide, athwart which was the Dutch frigate *Hatslar*, of 36 guns, and *Surinam*, of 22, with two large schooners of war, one commanded by a Dutch commander; a chain of forts was on *Miselsburg’s* commanding height, and that almost impregnable fortress, Fort *Republique*, within the distance of grape-shot, enfilading the whole harbour. At a quarter past six o’clock the port was entered; a severe and destructive cannonade ensued, the vessels were carried by boarding, the lower forts, the citadel and town of Amsterdam, by storm, all of which by seven o’clock were taken possession of. A capitulation was signed by the governor Changuion, and at ten o’clock the British flag was hoisted in Fort *Republique*. The British had 3 seamen k. and 14 w.; the Dutch had 7 k. and 6 w.; amongst the former was the Com. Evertz, who was killed early in the action.

CURTIS, Adm. Sir Roger, bart. the son of a respectable farmer in Wiltshire, entered the sea service contrary to the inclinations of his parents, and obtained the rank of commander in 1776; and in the following year was made post by Lord Howe. He greatly distinguished himself, when captain of the *Brilliant* frigate, at the siege of Gibraltar, particularly at the destruction of the floating batteries, on September 13, 1782. On this occasion he received the honour of knighthood. In the armament of 1790 he was Lord Howe’s first captain in the *Queen Charlotte*; and also in the memorable engagement on June 1, 1794, for which he was created a baronet, and presented with a gold chain and medal. On July 4 he was made a rear-admiral. In 1795 he commanded a division of the Channel fleet. In 1798 he was sent to join the Lisbon fleet. On February 14, 1799, he was promoted to be vice-admiral of the white, and went out to command at the Cape of Good Hope. In 1801 he was made vice-admiral of the red; in 1804 admiral of the blue; in 1805 admiral of the white; and 1810 admiral of the red. He died November 14, 1816.

CUXHAVEN. On July 7, 1805, Capt. Goate, of the sloop *Musquito*, with a party of seamen and marines from the respective vessels of the squadron under his command, landed and blew up the battery at Cuxhaven, without opposition from about eighty of the enemy, who retreated on the appearance of the British. The battery had six guns, which were dismounted and put on board of vessels

vessels lying in the harbour. After giving the town in trust to the civil governor, Capt. Goate reembarked with his party.

The French batteries of Phare and Napoleon surrendered on December 1, 1818, to a detachment of his imperial majesty's Russian troops, commanded by Col. A. Radinger, and a British squadron under the command of Capt. Farquar, of the *Désirée*. In the last ten days this force reduced four strong batteries of 50 heavy guns, 4 mortars, and made 800 officers and men prisoners of war. The squadron consisted of the *Désirée*, 36, Capt. Farquar; *Shamrock*, 14, Andrew Green; *Blazer* (g.-bg.), 14, F. Banks; *Piercer* (g.-bg.), 14, Lieut. I. Kneeshaw; *Redbreast* (g.-bg.), Lieut. Sir G. Keath; and 7 gun-boats.

D.

DACRES, Vice-Adm. James Richd. was the eldest son of Richard Dacres, Esq. secretary to the garrison of Gibraltar, where he was born in February 1749. He entered into the service, in the *Active*, Capt. Herbert Sawyer, in 1762, which ship, in company with the *Favourite* sloop, Capt. Pownall, captured the *Hermione*, a very rich Spanish register ship, whose nett proceeds amounted to £519,706: 16s. In the American war he obtained the command of the *Carleton* schooner; and in the two memorable actions on Lake Champlain, in 1776, he so eminently distinguished himself, that Gen. Carleton and Capt. Douglas sent him home with their dispatches, recommending him to the notice of government in the handsomest terms. Immediately after his arrival in England, he was made commander in the *Sylph*. In 1778, being in the *Ceres* sloop, of 18 guns, in the West Indies, Capt. Dacres had the misfortune to be taken by the *Iphigenie*, of 36 guns, after a chase of forty-eight hours. In 1793 Capt. Dacres was appointed to the *Sceptre*, of 64 guns, in which he accompanied Lord Howe, on his first cruise: afterwards he went to the West Indies, and served under Com. Ford, at the capture of Port-au-Prince, &c. On returning to England he was appointed to the *Barfleur*, of 98 guns, in which he participated in the victory of Lord Bridport, on June 23, 1795. On February 14, 1797, when the Spanish fleet was defeated off Cape St. Vincent, the *Barfleur* had seven men wounded. On February 14, 1799, Capt. Dacres was made rear-admiral of the blue; on January 1, 1801, rear of the white; on April 23, 1804, rear of the red; on November 9, 1805, vice of the white; and on April 28, 1808, vice of the red. He died about January 6, 1810, worn out by length of service, and the baneful effects of a West India climate.

DACRES, Capt. the fifth son of Richd. Dacres, Esq. secretary to the garrison of Gibraltar, and brother of the late vice-admiral, was born in September 1761; and in 1775 he entered the service, in the *Renown*, of 50 guns, Capt. F. Banks. He proceeded to America in this ship, and was at the reduction of New York in September 1776. About the year 1778 he returned to England, and went on board the *Apollo* frigate, Capt. Pownall, who shortly after engaged and captured *L'Oiseau*, of 26 guns and 224 men. In November 1779 he was made lieutenant by Sir Charles Hardy, in the *Amazon*, Capt. the Hon. W. C. Finch, in which he proceeded to the West Indies. From the *Amazon* he was removed, as first lieutenant, into the *Alcide*, of 74 guns, Capt. C. Thompson, in which he

he was present in Adm. Graves's action, off the Chesapeake, on September 5, 1781. On November 11 Sir Samuel Hood sailed, with his division of the fleet, to which the *Alcide* was attached, for the West Indies; and Lieut. Dacres was in the different skirmishes with De Grasse's squadron, at St. Christopher's, in 1782. He was also in Rodney's action of April 12. In March 1795 he was made commander in the Childers brig; and on October 31, post in the *Camilla*, of 20 guns. In 1806, when his old friend, Sir Sidney Smith, hoisted his flag as rear-admiral of the blue, in the *Pompée*, he proceeded with him as his captain to the Mediterranean, and consequently shared in all the numerous services in which Sir Sidney was subsequently engaged, on the coast of Calabria, &c. In January 1807 he proceeded with his admiral to the Dardanelles, on the expedition against Constantinople. On Capt. Dacres's return to England he proceeded to Copenhagen, on the grand Baltic expedition, under the command of Lord Gambier, and was actively employed on several occasions. On his return from Copenhagen, the *Pompée* was paid off, and Capt. Dacres was soon afterwards appointed governor of the Royal Naval Asylum, at Greenwich. See ST. VINCENT and CONSTANTINOPLE.

DALY, Capt. See HOME STATION, June 21, 1808.

DALYELL, Capt. W. C. C. the fifth and youngest son of the late Sir Robt. Dalryell, Bart. of Binns, near Edinburgh, was born April 27, 1784. He entered the naval service as volunteer midshipman, and served as master's mate on board the *Thetis*, the *Piqué*, and the *Seine*: he acted as aide-de-camp to Capt. Milne, of the *Seine*, when she fell in with, and after an action captured, the *Vengeance*, in the *Mona Passage*. In 1803, by the interest of Sir Alexander Cochrane, he was received as midshipman on board the *Antelope*, Sir Sidney Smith. Whilst in this ship he was almost daily engaged in leading boat parties to some daring enterprise, wherein the proportion of personal risk and hardship is greater than in any other branch of the naval service. In November, Lieut. Hanchett, acting Lieut. Dalryell, and Mr. Bourne, sailed in the *Experiment* schuyt, from Yarmouth Roads, for the coast of Zealand. She was manned with eleven men, and armed with three 18-pound carronades. A heavy gale of wind from the N. W. came on that night, and the next afternoon they were in shoal water, and on the 20th were obliged to surrender as prisoners of war. They made their escape into neutral territory, arrived at Emden, and after many curious adventures, embarked on board a galliot, bound to London.

On March 18, Lieutenants Hanchett and Dalryell recommenced their boat expeditions, in which they greatly distinguished themselves. Soon afterwards Sir Sidney Smith made Mr. Dalryell acting lieutenant on board the *Rattler*, and on the 13th he went on board of her, cruising off Flushing. From May 15, 1804, till October 8, he was most actively employed, and engaged in attacking schuyts, schooners, brigs, luggers, and batteries. On New Year's day 1805, Mr. Dalryell's commission as lieutenant was signed, and on the 4th he headed a boat attack upon the *Vimereux* privateer, which lay at anchor outside of the harbour of St. Valéry en Caux, close under a four-gun battery. The attack was fiercely commenced under a heavy fire of musketry and small arms from the enemy, by Lieut. Dalryell, who rapidly boarded on the larboard side: he was accompanied by Mr. Donaldson and his brave sailors.

Mr.

Mr. Bourne, with his division, entered on the starboard quarter. In five minutes time the deck was cleared of the enemy, who were all driven below. Lieut. Dalyell was severely wounded as he rushed on board; so was Mr. Donaldson; but the prize appeared their own. They had possession of the deck—the vanquished crew had fled, and British sentinels were placed over the hatchways. Mr. Bourne, who had cut the cable, was again in his boat, and towing the prize out of the bay, when in a moment a destructive volley was fired through the hatchways, and the sentinels, thus unexpectedly attacked, were shot dead. In a moment the vanquished enemy regained the deck: the battle recommenced, but under fearful odds. Mr. Dalyell and Mr. Donaldson fought like lions, till successive gashes felled them to the deck, amidst wounded, dead, and dying, friends and foes. A musket-ball pierced the hip of Mr. Bourne, and split his thigh-bone nearly to the knee. Thus fell Lieut. Dalyell, near the mainmast of the lugger he had so nobly conquered. Of the thirty who had volunteered at noon, six only escaped unhurt. Eleven wounded seamen reached their boats, three of whom died on their passage to Portsmouth. Mr. Bourne survived six-and-thirty hours. The enemy had 20 killed and wounded. When the military surgeon examined Mr. Dalyell's wounds, his head seemed hacked asunder; his ankle and hand were badly wounded, and he was shot in his foot. Mr. Donaldson was dangerously wounded, particularly in the head, hip, and one arm. One of the seamen belonging to the *Rattler*, named Patrick Kelly, expired at the feet of Mr. Dalyell; four others were wounded. Messrs. Dalyell and Bourne met with the most humane and generous treatment from Mr. Angot, a surgeon, and a Mr. Le Seigneur, a merchant, both respectable inhabitants of St. Vallery. After a captivity of nine years he obtained his liberty in December 1813; was made commander February 17, 1814; and at the court and levee, held by the Prince Regent, at Carlton House, on July 28, he had the honour of being presented by Gen. Turner, upon his recent promotion and return from France.

DARBY, Adm. Sir H. D'Esterre, during the period that his uncle Vice-Adm. G. Darby commanded the Channel fleet, served as lieutenant in his flag-ship, the *Britannia* of 100 guns: he was from thence promoted to the command of the *Infernal* fire-vessel, and accompanied Com. Johnstone on an expedition destined against the Cape of Good Hope. The squadron consisted of a 74, a 64, and three 50 gun ships, with three frigates and eight smaller vessels; having under his protection ten outward-bound East India ships, in which were embarked 3,000 troops. The fleet sailed from Spithead on March 14, 1781, and reached Porto Praya without accident: here they were surprised by a superior French force, and the *Infernal* unfortunately fell into the hands of the enemy, who abandoned her, having first taken out Capt. Darby and several of his crew, one of whom was killed, and two wounded. After having regained his liberty, he was promoted to post rank January 15, 1783. About the commencement of the war with the French republic in 1793, Capt. Darby was appointed to command the *Amphitrite* frigate, of 28 guns, and soon after to the *Pomona*. He was next appointed to the *Adamant*, 50 gun-ship, employed in escorting the trade to and from the Mediterranean and West Indies, until 1796, when he removed into the *Bellerophon*, 74; and after cruising some time with the Channel fleet, was sent to reinforce the fleet

fleet under Earl St. Vincent, in the Mediterranean. In 1798 the *Bellerophon* was one of the ships detached from Earl St. Vincent's fleet to reinforce Sir Horatio Nelson, then off Toulon; and on August 1, at the battle of the Nile, she was opposed to *L'Orient*, of 120 guns, bearing the flag of the French commander-in-chief: the undaunted magnanimity with which Capt. Darby placed her alongside her mighty antagonist, excited the highest admiration. The *Bellerophon* however sustained such damage from the overwhelming fire of *L'Orient*, that he was reluctantly compelled to withdraw from the action, himself being wounded, two lieutenants killed, and his only remaining mast falling soon after, killed another lieutenant and several of the people: the *Bellerophon* on this memorable occasion had 49 k. and 148 w.

Early in 1800 Capt. Darby returned to England, and, with the other captains who shared in the dangers and glories of the memorable day, was presented with a gold medal, and was appointed to the *Spencer*, a new 74 gun ship. In 1801 the *Spencer* was detached from the Channel fleet, to accompany Sir Robert Calder in pursuit of a French squadron, under Real-Adm. Gantheaume, that had escaped from Brest. Sir Robert, from the intelligence which he had received, shaped his course for the West Indies; but on his arrival there, learned that the enemy had entered the Mediterranean, whereupon he returned, and resumed his station in the Channel fleet. Capt. Darby was subsequently employed under Sir James Saumarez, at the blockade of Cadiz, and in the attempt made by that officer on a French squadron in Algeiras Bay, July 6, 1801, when the *Spencer* had 30 men killed and wounded. He was also in the battle with the combined French and Spanish squadrons in the Strait of Gibraltar on the 12th of the same month. In December following, Capt. Darby and others were sent to Jamaica, to watch the motions of a French armament; and in September 1802 he returned to England with a broad pendant as commodore of a squadron. He was advanced to the rank of rear-admiral on April 23, 1804, to vice-admiral July 31, 1810, and to full admiral August 12, 1819; on May 20, 1820, he was nominated an extra K. C. B., and died in 1823.

DARDANELLES. Sir J. T. Duckworth, with a squadron of ships, passed and repassed these straits in the month of February 1807. See CONSTANTINOPLE.

DASHWOOD, Capt. See JAMAICA STATION, April 3, 1805, and NEW ORLEANS.

D'AUVERGNE, Adm. Prince de Bouillon, was born in 1745, in the isle of Jersey, and died in London in 1816. He was a man of talents and activity.

DE COURCY, Adm. Hon. Michael, third son of John, the twenty-fifth Lord Kinsale, baron Courcy, of Courcy, and Baron of Ringrone, and premier Baron of Ireland. Having entered the navy early in life, he commanded the Swallow sloop during the latter part of the American war, and from that vessel was posted, September 6, 1783, into the *Europa*, of 50 guns, then bearing the flag of the late Adm. Gambier, on the Jamaica station. At the commencement of the war with the French republic, in 1793, Capt. De Courcy was appointed to the *Pearl* frigate, on the Irish station, and in 1795 he commanded the *Magnanime*, a cut-down 64, in which he captured several privateers, and also assisted at the capture of *La Decade* French frigate, of 36 guns. He particularly distinguished

distinguished himself in the defeat of the French squadron, off Ireland, by Sir J. B. Warren, on October 12, 1798. In February 1799 Capt. De Courcy was appointed to the *Canada*, 74, attached to the Channel fleet. In this ship he had an opportunity of displaying the excellence of his professional judgment, and noble devotedness to duty and friendship. On April 10, 1801, when the *Mars*, bearing the flag of Rear-Adm. Thornborough, having carried away her head, bowsprit, foremast, main-topmast, and main yard, by running foul of the *Centaur*, had drifted near to the Black Rocks, the *Canada* immediately took the disabled ship in tow, although two other ships had failed in the attempt; but the wind blowing hard from the northward right on the shore, and the *Canada's* topsails being blown to rags, he was obliged to cut the hawser, determined however to remain by the *Mars* to the last extremity. She was nearing the shore very fast, and Capt. De Courcy had made preparations for taking out her officers and men, when by a providential and sudden shift of wind to E. N. E. she was enabled to gain an offing, and he had the satisfaction of towing the *Mars* into Plymouth, where she arrived ten days after the accident. At the conclusion of the war he commanded the *Namur*, a second rate.

On the renewal of hostilities in 1803, Capt. De Courcy was appointed to command the *Plantagenet*, 74 gun ship; and after cruising some time on the coast of Ireland, he convoyed the outward-bound East India fleet to St. Helena. On his return from thence with several China ships under his protection, he was presented by the court of directors with 500 guineas, for the purchase of a piece of plate. On November 28, 1804, he was appointed to the *St. George*, 98, and proceeded in her to the Jamaica station, where he remained until he attained the rank of rear-admiral on November 9, 1805. Early in 1809 Rear-Adm. De Courcy having his flag in the *Tonnant*, of 80 guns, accompanied Sir J. T. Duckworth to the West Indies and coast of America, in chase of a French squadron, which however eluded their vigilance, and they returned to Cawsand Bay in April. In January 1809 he commanded the squadron which was employed in the embarkation of the ill-fated British army at Corunna, in front of which place the gallant Lieut.-Gen. Sir John Moore lost his life. The excellence of his arrangements, to which the army owed its safety, reflected high honour on his professional ability; and on the 25th of the same month, both houses of parliament passed a vote of thanks to the rear-admiral, the captains, officers, and men of the squadron, for the assistance they had afforded the army. He was soon after appointed commander-in-chief at Brazil, and on his arrival at Rio Janeiro, hoisted his flag in the *Foudroyant*, of 80 guns, where it remained until his return to England in 1812, during which period his conduct gained him the entire approbation of his own government, the highest respect of the British merchants, and the esteem and friendship of the late king of Portugal, as a distinguished mark of which, that monarch was pleased, with the insignia that decorated his own person, to invest the admiral with the Order of the Tower and Sword. He was advanced to the rank of vice-admiral July 31, 1810, and became a full admiral July 19, 1821. He died at Stoketon House, near Saltash, in the beginning of 1824.

DEMERARY and ESSEQUIBO, Colonies of, in the West Indies, *D.* surrendered without resistance, April 23, 1796, to the forces under Major-Gen. John White, and Com. Thomas Parr.

The squadron consisted of the *Malabar*, 54, Com. Parr; *Scipio*, 64, F. Laforey; *Undaunted*, 40, H. Roberts; *La Pique*, 40, D. Milne; and *Le Babet*, 20, W. G. Lobb. They were ceded at the Peace of Amiens, on March 27, 1802, but were retaken by the forces under Gen. Grinfield and Com. Hood, on September 20, 1803. The squadron consisted of the *Centaur*, 74, Com. S. Hood; *Chichester*, 44, Jos. Spear; *Heureux*, 24, I. O. Bland; *Netley*, 16, Lieut. Lawrence; with the *Alligator* and *Brilliant* transports.

DENMARK, 1801. A great victory was obtained over the Danes off Copenhagen, by the fleet under the command of Adm. Sir Hyde Parker and Lord Nelson, on April 2. See **COPENHAGEN**.

In consequence of the great preponderance of France, acquired by her arms on the Continent, and to prevent the Danish navy from falling into her power, an expedition was fitted out, to support the demand of the British Government for the temporary deposit of the Danish ships of the line in one of the British ports. The land forces were commanded by Lieut.-Gen. Lord Cathcart, and the fleet by Adm. Gambier. A landing was effected on August 16, 1807, between Elsineur and Copenhagen, without opposition. A proclamation was issued by the two commanders, the object of which was to obtain a peaceable compliance with the demands of government; but that not taking place, hostilities were commenced, and approaches made for the siege of Copenhagen. Actions took place between the British gun-brigs and the gun-boats of the Danes. Brigadier-Gen. Decken surprised and took the post of Frederickswork, commanded by a major, aid-de-camp to the crown prince, who capitulated with 850 men and officers, with a foundery and depot of cannon and powder: the king's household, with part of his wardrobe, plate, wine, and books, were suffered to come out of the city to follow his majesty, who with passports had withdrawn to Colding. On August 14, the *Comus*, E. Heywood, who had been sent in pursuit of a Danish frigate that had quitted Elsineur Road in the night of the 12th, fell in with the *Frederickscoarn*, of 36 guns, and 226 men, the *Comus* carrying only 22 guns, 10 caronades, and 145 men. A smart action of about forty-five minutes preceded the capture, which ended by the two ships falling on board each other: the *Comus* had only 1 w. the *Dane* had 12 k. and 20 w. several mortally.

After a bombardment of three nights, Copenhagen, its citadel, fleet, and arsenal, surrendered on September 7. The killed, wounded, and missing, of the British, amounted to 211; the squadron had 13 k. and 34 w. The bombardment had set the town on fire on the 2d, and it was kept in flames till the evening of the 5th, when a considerable part of it being consumed, threatening the speedy destruction of the whole, the general commanding the garrison, in order to prevent this calamity, agreed to a capitulation. Adm. Gambier's squadron took possession of sixty sail of Danish vessels, besides the ships of the line. On October 13, the re-embarkation of the British army began, and was completed by the 20th. In the space of six weeks, such was the activity, energy, and zeal of the navy and army, that the whole of the captured Danish fleet (except two unserviceable ships of the line and two frigates, which were destroyed) were fitted out for sea, and all the large ships laden with masts, spars, timber, and other stores, from the arsenal; from whence also ninety-two cargoes were shipped on board transports and

and other vessels, the sum of whose burthen exceeded 20,000 tons. A considerable number of masts and spars were put on board the *Leyden* and *Inflexible*, and some valuable stores on board his majesty's other ships. Of the three ships on the stocks, two were taken to pieces, and the useful part of their timbers brought away; and the third being in a considerable state of forwardness, was sawed in various parts, and suffered to fall over.

DESEADA. This French island surrendered, with little opposition, to the British squadron, commanded by Capt. Selby of the *Cerberus*, 32, on March 30, 1808.

DEVON, Capt. T. B. See **HOME STATION**, July 31, and August 1, 1811.

DICKSON, Rear-Adm. Sir A. C. bart. was born June 30, 1772, was made a lieutenant in 1791, and served in the *Royal George*, bearing the flag of Sir Alexander Hood (afterwards Lord Bridport) in the memorable action of June 1, 1794. He subsequently commanded the *Megara*, and was promoted to the rank of post captain December 12, 1796. His father, the late Adm. William Dickson, having succeeded the late Sir Richard Onslow as commander of a division of the North Sea fleet, Capt. Dickson was appointed to his flag-ship, the *Monarch*, 74, from which he afterwards removed into the *Veteran*, 64, and in that ship assisted at the capture of the Dutch Rear-Adm. Storey and his squadron in the *Texel*. During the greater part of the late war, Sir Archibald commanded the *Orion*, 74; and on that ship being put out of commission, in the spring of 1813, he was appointed to the *Akbar*, 50, in which he served on the South American station until the conclusion of hostilities. In July 1815 he was appointed to the *Rochfort*, of 80 guns, and retained that command three years. He was advanced to the rank of rear-admiral August 12, 1819.

DICKSON, Adm. Sir M. was promoted to the rank of post captain November 22, 1790; and at the commencement of hostilities with France in 1793, he was appointed to the *Porcupine*, 24, and afterwards to *L'Espion*, a fine frigate of 38 guns, employed in the Channel service during a period of about two years. Capt. Dickson was next appointed to the *Lion*, 64, in which ship he proceeded to the Mediterranean, to join Sir Horatio Nelson's squadron. On July 15, 1798, he fell in with four Spanish frigates, one of which, the *Santa Dorothea*, of 42 guns and 370 men, he captured, the other three escaped: the enemy had 52 killed and wounded, the *Lion* 2 wounded. In April, the following year, the *Lion* captured a French corvette of 16 guns, conveying dispatches from the French Directory to Buonaparte. He was subsequently stationed off Malta with a squadron of ships to watch the motions of the enemy's ships lying in the harbour of Valette, and to blockade the island. On March 31, 1800, the *Lion* and the *Penelope* frigate, during a period of fifty minutes, engaged and crippled *Le Guillaume Tell*, of 86 guns, and 1,000 men, the flag-ship of Rear-Adm. Décrès; at which time the *Foudroyant*, of 80 guns, came up, and a furious battle ensued, the *Lion* and *Penelope* assisting, which lasted about an hour and a half before she struck. The *Guillaume Tell* was the only remaining ship of the French fleet which was in the action of August 1, 1798: on this occasion she had 200 killed and wounded, the *Lion* had 8 k. 38 w., *Foudroyant* 8 k. 69 w., the *Penelope* 1 k. 3 w. For a particular detail of these actions, see **MEDITERRANEAN STATION**. Soon after this Capt. Dickson was removed into

the *Genereux*, of 74 guns, and continued to be employed in the blockade of Malta, until the surrender of that island on September 5 in the same year. He was subsequently stationed at Minorca, and on April 13, 1802, arrived at Portsmouth from the Mediterranean. On the renewal of hostilities in 1803, he was appointed to command the *Sceptre*, 74; and in the ensuing year removed into the *Queen*, 98, in which ship he joined the Channel fleet. On April 28, 1803, he attained the rank of rear-admiral, and soon after was appointed to a command in the Baltic, on which occasion he hoisted his flag in the *Temeraire*, 98. Early in 1812, being nominated commander-in-chief at Brazil, he hoisted his flag, and proceeded thither in the *Montague*, 74, and remained on that station during the remainder of the war. On July 8, 1815, he returned to England. He was promoted to the rank of vice-admiral December 4, 1813. On August 12, 1819, he was nominated a K. C. B.; and on May 27, 1825, was promoted to the rank of full admiral.

DIGBY, Capt. H. See TRAFALGAR.

DIGBY, Capt. G. See HOME STATION, June 21, 1808.

DOMETT, Rear-Adm. Wm. was born in 1754, of a respectable family in Devonshire. He embarked as midshipman, under the patronage of Lord Bridport, on board the *Quebec*; and after a variety of service in the West Indies and on the Newfoundland station, was made a lieutenant in 1777. He was in the battle between the fleet commanded by Adm. Keppel and that of the French under Count D'Orvilliers, on July 27, 1778; and in that which took place off the Chesapeake, in North America, between a squadron commanded by Adm. Arbuthnot and a French one commanded by the Chevalier de Ternay, on March 16, 1781. The *Robust*, on board of which ship he was, bore an important part in this action, suffering more in killed and wounded than any other ship in the squadron. He was likewise on board the *Invincible*, in Adm. Graves's action with the French fleet off the Chesapeake, on September 5 in the same year. He was afterwards taken into the *Barfleur* by his friend Lord Hood, and served under him as his signal officer, during his memorable and masterly manœuvres at St. Kitt's, and in the several actions which took place on that occasion. He was also in the glorious battle of April 12, 1782; on September 9 was made post, and by the particular desire of his steady friend Lord Bridport, he was appointed to his own ship the *Queen*. The *Queen* was one of the fleet sent under the command of Lord Howe to relieve Gibraltar; and Capt. Domett was in the battle which took place on October 20. After different appointments and services, which were not distinguished by any remarkable occurrence, at the commencement of the late war he was again applied for by his steady friend and patron Lord Bridport, to be his captain in the *Royal George*; and on the glorious 1st of June 1794, Capt. Domett signalized himself in a very gallant manner, for which he was honoured with a gold chain and medal from his majesty. He was likewise in the partial action which took place on June 23, 1795, between the Channel fleet, under the command of Lord Bridport, and that of the French off port L'Orient, and was sent home with the dispatches, in which his lordship marks his approbation, in a particular manner, of Capt. Domett's conduct. On January 1, 1801, he was appointed colonel of the Portsmouth division of marines. He was afterwards, as captain of the fleet, in the battle off Copenhagen. In April 1804 he was promoted to the rank of rear-admiral of the
blue;

blue; in 1805 to that of the white; in 1808 to that of the red; in 1809 to be vice of the blue; in 1810 vice of the white; in 1813 vice of the red; a knight commander of the most honourable military Order of the Bath; and in 1819 admiral of the blue. See FIRST of JUNE.

DOMINICA. A French fleet of five ships of the line, three frigates, two brigs, and small craft, having about 4,000 troops on board, appeared off Roseau, Dominica, on February 22, 1807. After a brave opposition from a small portion of troops, commanded by Brigadier-Gen. Prevost, they took possession of the town, which had been set on fire, and after levying a contribution, re-embarked on the 27th. The enemy lost several officers of rank, and about 300 men; the British had 21 k. 11 w. and 8 taken prisoners by the enemy. The same squadron appeared off St. Kitt's on March 5, and landed about 500 men at Basseterre, who levied a contribution of £18,000, and then re-embarked.

DOUGLAS, Capt. Sir A. S. This brave and active officer, born on August 8, 1761, was the son of a Scotch gentleman, that had married Sir Andrew Hamond's eldest sister. When little more than ten years old, he sailed with his uncle, Capt. A. Hamond, in the *Arethusa*, 32. He was made master and commander on February 16, 1780, by Adm. Arbuthnot, and appointed to the command of the *German*; but instead of joining her, he commanded the *Sandwich* floating battery at the siege of Charlestown. After the surrender of this town he was made a post captain into the *Providencia* American frigate, of 32 guns. His uncle, Sir A. Hamond, captain of the *Roebuck*, being ordered to England, Capt. Douglas succeeded him in the command of that ship, in which he captured two frigates, viz. the *Confederacy*, of 36 guns, and the *Protector*, of 28, besides several privateers. In July 1781 he was appointed to the *Chatham*, of 54 guns, in the command of which ship he continued during the war, upon the coast of America. He commanded a squadron of frigates during the latter part of this period, and was senior officer upon the northern coast. He took or destroyed during this command, in twenty months, fifty sail of the enemy's vessels, one French frigate, of 36 guns, and several privateers. In 1786 he was appointed to the *Southampton*, 32, and was sent to the Mediterranean. Afterwards, this frigate being nominally stationed between the South Foreland and Dunnose, Capt. Douglas was ordered to put himself under the king's directions at Weymouth; when his majesty, with the royal family, sailed in the *Southampton*. This was the first time the king had ever been under-way in one of his men of war, which his majesty mentioned afterwards very frequently. Capt. Douglas, after this service, received from the king the honour of knighthood. He was then appointed to the *Goliath*, 74, and afterwards to the *Alcide*, 74, in 1790. In 1793 he was appointed to the *Phaeton*, 38, which was the first ship sent out at the commencement of the war with France. For his services in this ship the merchants of London presented him with a piece of plate. On April 14, being one of the squadron under the command of Adm. Lord Hood, he had the good fortune to capture the French privateer General Dumourier, and a Spanish galleon, the *St. Iago*, which she had captured. The treasure found on board the privateer was immense, being 600 cases of silver, each case containing 3,000 dollars. After this he captured *La Prompte*, a French frigate of 26 guns, and the *Narcissus* privateer. When Lord Howe proceeded to sea with the Channel fleet, Capt. Sir A. S. Douglas received

ceived from him a distinguishing pendant, and the command of all the frigates of the fleet formed into a separate squadron, an appointment the more honourable, as it was the first of the kind that had ever taken place. He was made captain of the *Queen Charlotte*, Lord Howe's ship, on April 8, 1794. Capt. Sir A. S. Douglas was in the *Queen Charlotte* on the memorable 29th of May, and 1st of June, 1794, under the union flag worn by the Earl Howe, and again June 23, 1795, when she was a private ship, commanded by himself, under Lord Bridport, in all which actions he conducted himself with consummate gallantry and skill. During the action on June 1, and at a most critical moment, a piece of grape shot struck Sir A. S. Douglas in the forehead above the right eye; his face was covered with blood, and the pain was intense: he ordered the tourniquet to be applied to what proved a mortal wound, even with a piece of the shot still remaining in it, and in that state, holding the tourniquet on with one hand, and grasping his speaking-trumpet with the other, he instantly returned to the quarter-deck, and renewed his unparalleled exertions. Lord Howe afterwards declared, that Sir A. S. Douglas was a prodigy, and that his admiral could never, as commander-in-chief, say enough of his services during that battle. He commenced the action on June 23, with even royals and steering-sails set, by dashing amidst the thickest of the enemy, receiving the broadsides of five or six of their ships, and the stern-chasers of three of them at the same time. He thus boldly arrested the flight of the enemy, and retarded their design of getting into *L'Orient*, for which he was publicly thanked by Lord Bridport at the gangway, on going to his ship after the action. He continued in active service until the year 1797, though suffering at times most acutely from the wound he had received on June 1, 1794, which ultimately obliged him to retire; and after a most agonizing illness, borne with exemplary fortitude, he expired at his uncle's villa at Fulham, on June 4, 1797, in the thirty-ninth year of his age. See *FIRST OF JUNE*, and *HOME STATION*, June 23, 1795.

DOWNIE, Capt. killed. See *CHAMPLAIN LAKE*.

DOWNMAN, Rear-Adm. Hugh, was born of a respectable family near Plymouth, and in 1776, at the age of eleven, entered into the navy, under the auspices of Capt. Michael Graham. He was present at the memorable relief of Gibraltar in 1782, and on the 5th of March was made lieutenant; he was in the *Alcide*, of 74 guns, Com. Robt. Linzee, in the unsuccessful attack upon Corsica, on September 30, 1793; he participated in the glorious battle of February 14, 1798, and on June 4 following was made commander in the *Speedy* sloop. On February 3, 1798, while cruising off *Vigo*, the *Speedy* fell in with the French brig privateer *La Papillon*, of 14 guns and 160 men; a very sharp action ensued, in which the *Speedy* had 5 of her crew killed, and 5 badly wounded, and the Frenchman having crippled the *Speedy*, effected his escape: for this and other services he received the thanks of the factory at Oporto, accompanied by a piece of plate. He was likewise made post in the *Santa Dorothea* frigate, on September 1, 1798, and actively engaged in the Mediterranean making captures, and cutting out ships in the ports of the enemy. He assisted at the blockade of Genoa in 1800, under Lord Keith, and was intrusted with that of the important fortress of Savona, which surrendered on May 16. He was under Sir Home Popham at the capture of the Cape of Good Hope in 1805, and was sent home with the dispatches announcing that event. He then

then sailed for South America; and after the capture of Monte Video, returned to England. In 1807 he was appointed commodore of the division of prison-ships at Portsmouth. On May 27, 1823, he obtained the rank of rear-admiral of the blue.

DRURY, Vice-Adm. W. O'Brien. This gentleman was a native of Ireland, and one of those officers who acquired a high professional reputation; but did not make captures which enabled so many others to sustain with splendour the honours obtained by their valour. He distinguished himself on several occasions at the close of the American and in the late war, more particularly in the action off Camperdown, under Lord Duncan, in which he commanded the *Powerful*, of 74 guns. This officer was made a post captain on January 18, 1783, a rear-admiral on April 23, 1804, and a vice-admiral on July 31, 1810. At the time of his death, which took place on March 6, 1811, at Madras, he was commander-in-chief in the East Indies. See **CAMPERDOWN**.

DUCKWORTH, Adm. Sir John Thos. the son of a clergyman, was born at Leatherhead, in Surrey, February 28, 1747. He was on board the *Kent*, of 74 guns, Capt. Charles Fielding, on July 4, 1774, when that ship's aftermost magazine blew up, and many lives were lost. He accompanied the same captain into the *Diamond* frigate, of 32 guns, in the year 1776, to America, and continued with him until the spring of 1779. On March 15, 1779, he was appointed to the *Princess Royal*, of 98 guns, then Vice-Adm. Byron's flag-ship, and was in the action with Count D'Estaing, off Grenada, on July 6 following. In the course of this action, a piece of a black man's skull (Peter Allen's) was forced by a cannon ball against the breast of Lieut. Duckworth, and his clothes were literally covered with the brains. On July 16 he was made master and commander in the *Rover* sloop; on June 16, 1780, he was made post in the *Terrible*, of 74 guns. In February 1781 he returned to England in the *Grafton*, of 74 guns, with a convoy: the passage was long and tempestuous, and the crew very sickly, when the captain humanely administered to their relief, by sending daily fresh meat and wine to the invalids, nor would he taste it till they had been first served. In 1793 Capt. Duckworth was appointed to the *Orion*, of 74 guns, and was in the three actions of May 28 and 29, and June 1, 1794. The *Orion* had 5 men killed and 24 wounded, and Capt. Duckworth was one of the eighteen commanders who were specially distinguished by Lord Howe in his official dispatches, as *having particular claim to his lordship's attention*, and was consequently honoured with a gold medal and ribbon, &c. On March 25 he sailed in the *Leviathan*, of 74 guns, with a convoy to the West Indies. He was in the unsuccessful attack on the town of Leogane, at St. Domingo, on March 22, 1796, by the squadron under Rear-Adm. W. Parker: the *Leviathan* had 5 killed and 12 wounded. In August 1796 he hoisted his broad pendant in the *Leviathan*, and was very successful in participating in the capture of a great number of privateers and merchant vessels. In November 1798 Com. Duckworth was commander of a squadron, which co-operated with the forces under Gen. Stuart in the reduction of Minorca. On February 14, 1799, he was made rear-admiral of the white squadron. On April 5, 1800, while on a cruise off the Strait of Gibraltar with the *Swiftsure*, Capt. Hallowell, and the *Emerald*, Capt. Waller, he fell in with a valuable Lima convoy: after a short running fight, he, the next day, captured 2 of the frigates, and

and 11 of the merchantmen. It was reported at the time, that the rear-admiral's share alone would amount to not less than £75,000. In June 1800 he proceeded to the Leeward Islands as commander-in-chief on that station. In March 1801, in conjunction with the forces under Gen. Maitland, a squadron under Adm. Duckworth's command reduced the Swedish and Danish islands in the West Indies. On June 6 following he was made a knight companion of the Bath; in 1803 he was appointed to the chief command at Jamaica; on April 23, 1804, he was promoted to the rank of vice-admiral of the blue. During his stay on the Jamaica station, he captured an extraordinary number of the enemy's vessels, and effectually protected the commerce and coasts of the island. The house of assembly of Jamaica, in testimony of their approbation of his conduct, voted him their thanks, and a sword of most exquisite workmanship, valued at 1,000 guineas.

On his return to England, he was appointed second in command of the Mediterranean fleet, and hoisted his flag on board the *Superb*, of 74 guns. In 1805 he was made vice of the white, and towards the close of the year he was detached, by Lord Collingwood, in quest of a French squadron which was known to be at sea. He fell in with it on February 6, 1806, in St. Domingo Bay, and in less than two hours five sail of the line surrendered, or were apparently destroyed. The loss of Sir John's squadron in this engagement was 74 k. and 264 w., of which his ship had 6 k. and 56 w. For this victory he received the thanks of Parliament; the Corporation of London also voted him their thanks, with the freedom of the city, and a sword valued at 200 guineas; and the Patriotic Fund at Lloyd's presented him with a vase, valued at £400. Soon after his return to England, he was appointed to the *Royal George*, of 110 guns, in the Mediterranean fleet, and was as before, second in command under Lord Collingwood. He was afterwards detached by his lordship to Constantinople, to adjust the misunderstanding which had taken place between the British and Turkish governments. The failure of this expedition was the subject of much conversation, in which Sir John was blamed and defended according to the views of party, more than perhaps according to the real circumstances of the case. In 1808 he was made vice of the red; in 1810 admiral of the blue; in 1813 admiral of the white; in 1815 a knight grand cross of the most honourable military Order of the Bath; and in 1817 he died. See FIRST of JUNE and CONSTANTINOPLE.

DUFF, Capt. Geo. This officer, born in 1764, was the son of James Duff, Esq. of Bamff, a younger brother of the family of Hatton, in the county of Aberdeen, and nearly related to the Earl of Fife. When only a boy he shewed his predilection for the navy: his father accordingly had his studies directed during two years towards that object. He then joined his grand-uncle, Com. (afterwards admiral) Robert Duff. He had been in thirteen engagements before he was sixteen years of age; and in consequence of his gallant services, was at that early age made a lieutenant. He was at the taking of the Spanish Admiral Langara and his squadron of five sail of the line, off Cadiz, in the beginning of 1780, and went from thence with Sir G. Rodney's fleet to the West Indies. He was in the various encounters which our fleet had with the French, and which were crowned by the glorious 12th of April, 1782. In 1790 he was appointed captain and commander of the *Martin* sloop of war. In 1793 he was made a post captain, and sailed

sailed in the *Duke*, of 90 guns, bearing the flag of the Hon. Com. Murray. This ship led the attack on the batteries at Martinique, and silenced the one to which she was opposed; but being immediately afterwards struck with lightning and much damaged, and the further attack upon Martinique being deferred, the *Duke* returned to England to be repaired. The commodore reported Capt. Duff's conduct to have been so meritorious, that he was immediately appointed to the *Ambuscade* frigate, of 32 guns, and two years afterwards to the *Glenmore*, of 38 guns. In 1801 he was appointed to the *Vengeance*, of 74 guns. On the trials at Portsmouth, it came out in evidence, that when the ringleaders of the mutiny, which arose in the squadron in Bantry Bay, sounded the crew of the *Vengeance*, they found them so attached to their captain that they could not be moved. In April 1804 Capt. Duff was appointed to the *Mars*, of 74 guns. The memorable battle of *Trafalgar* closed his brilliant career, and about the time that he fell in the *Mars*, being one hour and five minutes after the commencement of the action, Capt. Cooke, the companion of his youth, was killed in the *Bellerophon*, and their commander-in-chief, the illustrious Lord Nelson, was mortally wounded on board the *Victory*. Capt. Duff was a most amiable man, and excellent officer; his death was therefore a severe loss to his family and friends, as well as to the service. See *TRAFALGAR*.

DUNCAN, Right Hon. Lord Viscount A. This illustrious warrior, descended from a very ancient and respectable family, was born on July 1, 1731. He commenced his naval career in 1746 or 1747; was made a midshipman in 1749, and served under Com. Keppel, on board the *Centurion*, of 50 guns. On January 10, 1755, he was promoted to the rank of lieutenant, and sailed in the squadron under Keppel, which conveyed Gen. Braddock's army to America. He was afterwards in the expedition sent against the French settlement of Goree, on the coast of Africa, and was slightly wounded at the attack of the fort. On September 21, 1759, he was made a commander, and post captain on February 25, 1761, when he was appointed to the *Valiant*, of 74 guns, and was, with respect to service, again materially connected with his original friend and patron, Com. Keppel. The latter being appointed to command the naval part of the expedition against the French island of Belleisle, removed his broad pendant on board the *Valiant*. Capt. Duncan, after the success which attended that enterprise, accompanied Com. Keppel in the same ship, in the more formidable armament against the *Havannah*, where he highly distinguished himself during the siege. In 1778 he was appointed to the *Suffolk*, of 74 guns, and shortly after to the *Monarch*, of the same rate. In the action which took place between the British fleet, under Sir George Bridges Rodney, and that of Spain, commanded by Don Juan de Langara, on January 16, 1780, off Cape St. Vincent, Capt. Duncan's ship, though not sheathed with copper, being likewise rather foul, and in her best trim, a slow sailer, was the first to engage the enemy. When warned of the danger he incurred, by the ships which he passed, of dashing so hastily amidst an enemy's squadron, which were just ahead, without retreat, he replied, with the utmost coolness, and in no other terms, "I wish to be among them." He soon found himself one of the Spanish ships of equal force, though of much smaller dimensions, than the *Monarch*, while two others of the like rate

rate and magnitude lay within musket shot to the leeward of him. After engaging them for some time, the two leeward ships sheered off, leaving their windward companion to her fate, who shortly after struck her colours. She was the *San Augustin*, of 70 guns, and the *Monarch* was so much damaged, that not being able to hoist out a boat for the purpose of boarding his prize, Capt. Duncan was compelled to resign the honour of taking possession of the vanquished enemy, to a fresh ship, which was then coming up astern. This prize was afterwards, as it was said, through necessity abandoned, after taking out the few British officers and seamen who had been put on board her. In consequence of this the original crew repossessed themselves of their ship, and navigated her in safety to Cadiz. The other two ships which Capt. Duncan had engaged, the *Monarca* and *St. Julian*, were pursued by the *Apollo* frigate, Capt. Pownall, who, getting within a convenient distance, opened a most teasing and galling fire upon the *Monarca*. The cannonade was not only extremely injurious to the enemy, but served as a mark to lead Sir George Bridges Rodney himself, in the *Sandwich*, to his assistance, when a single broadside from that ship produced the immediate surrender of the *Monarca*. The *St. Julian* was followed by the *Prince George*, to which ship she struck, after a short and absurdly rash resistance; but was afterwards unfortunately obliged, for the sake of preserving the lives of the people on board, to run into Cadiz, which she reached in distress, and without a mast standing. It may therefore be fairly inferred, that the complete discomfiture and actual capture of these three ships was, at least primarily, if not principally, owing to the exertions of the *Monarch*. She had 29 men killed and wounded. Of eleven ships of the line and two frigates, composing the enemy's armament, four were taken, and remained in the possession of the British; one was blown up; three surrendered, but afterwards escaped much damaged; one was reduced almost to a wreck, but contrived to make her escape; and two which remained with the frigates, fled at the first onset. In 1782 Capt. Duncan was appointed to the *Blenheim*, of 90 guns, and was very distinguishedly engaged in the encounter which Earl Howe's fleet had with the combined fleets of France and Spain at the entrance of the Straits. He led in that action the larboard division of the centre, or commander-in-chief's squadron. Capt. Duncan, soon after the fleet's arrival in England, was removed into the *Foudroyant*, and when hostilities ceased, he was appointed to the *Edgar*, of 74 guns, one of the guard-ships stationed at Portsmouth.

On September 14, 1789, Capt. Duncan was promoted to the rank of rear-admiral of the blue; and on September 22, 1790, to that of rear-admiral of the white. He was raised to be vice-admiral of the blue on February 1, 1793; of the white on April 12, 1794; admiral of the blue on June 1, 1795; and lastly, admiral of the white on February 14, 1799. In February, 1795, he was appointed commander-in-chief on the North Seas, and proceeded to his station in the *Venerable*, of 74 guns. In consequence of his kind behaviour to several Russian officers, who served a long time under him on this station, the late Empress Catherine honoured him with the Order of Merit of St. Alexander Newski. On October 30, 1797, he was called, by patent, to the British house of peers, by the titles of Baron Camperdown and Viscount Duncan, *as a reward* for the most signal and brilliant victory which he obtained

tained over the Dutch fleet off Camperdown on the 11th of the same month. His lordship retained the command on the North Sea station till 1801, when he retired to enjoy the sweets of retirement, and the delightful retrospect of a life spent in the service of his country.

The valour and skill of Lord Duncan did not redound more to his honour in his professional character, than the virtues and piety by which they were embellished. Previous to the battle off Camperdown, and during the awful moment of preparation, he called all his officers upon deck, and in their presence prostrated himself in prayer before the God of hosts, committing himself and them, with the cause they maintained, to his sovereign protection, his family to his care, his soul and body to the disposal of his providence; and then rising from his knees, he gave the command to make the attack. He died on August 4, 1804, and was succeeded in his titles by his son, the Hon. Robert Duncan, a captain in the Ayrshire regiment of militia. See CAMPERDOWN and HOLLAND.

DUNCAN, Capt. Hon. H. See MEDITERRANEAN STATION, July 9, 1808; October 11 and December 1, 1811.

DUNDAS, Capt. T. See TRAFALGAR.

DUNN, Capt. D. See ST. DOMINGO.

DURHAM, Vice-Adm. Sir Philip C. was one of the lieutenants of the Royal George, bearing the flag of Rear-Adm. Kempenfelt, when that ship overset, and sank at her anchors, at Spithead, on August 29, 1782; the captain, Lieut. Durham, and about 300 others, were saved, and about 900, men, women, and children, perished. At the commencement of the war with the French in 1793, he commanded the Spitfire sloop, and on June 24 was made post into the Hind frigate, of 28 guns. Early in 1794, Capt. Durham being off the Start, was chased by six French frigates, the headmost of which exchanged a few shot with the Hind, killed two men, and wounded some others; but upon his getting close to the shore, the enemy tacked, and stood off. He was afterwards appointed to the Anson, of 46 guns, and formed part of the armament sent against Quiberon in 1795. He assisted at the capture of L'Etoile French frigate, of 30 guns, and four merchantmen, on March 20, 1796, near the Raz de Fontenoy; and was also with Sir John Warren at the destruction of the Calliope French frigate, and capture of part of her convoy, near Ushant, on July 27, 1797. On December 29, in company with the Phæton, he captured La Daphne, of 30 guns and 276 men; and on September 6, 1798, the same ships captured La Flore, of 36 guns. He was also with Sir John Warren off Ireland, on October 12, 13, and 18, at the defeat and capture of the French squadron with troops for the invasion of Ireland. He next commanded the Endymion frigate, employed in escorting the trade from Portugal and the Mediterranean; and in 1802 the Hon. East India Company presented him with a service of plate, value four hundred guineas, for his particular attention in convoying safe home a large fleet of Indiamen.

On the renewal of the war in 1803, he was appointed to the *Defiance*, 74, which ship formed part of the force under Sir Robert Calder, in the action with the combined squadrons of France and Spain, July 22, 1805, on which occasion she had 1 man k. and 7 w. On the ever-memorable October 21, off Trafalgar, she sustained a much heavier loss, having had 17 k. and 53 w.; among the latter was Capt. Durham, whose exertions after the battle, in endeavouring

endeavouring to save *L'Aigle*, a French 74, from being wrecked, were particularly noticed by Vice-Adm. Collingwood, in his official dispatches. At the public funeral of the gallant Nelson he bore the banner of the deceased, as knight of the Bath. He subsequently commanded the *Renown*, and the *Colossus*, both 74-gun ships. On July 31, 1810, he was advanced to the rank of rear-admiral, and in 1811 commanded a division of the North Sea fleet. During the two following years he had his flag on board the *Bulwark*, in the Channel. Towards the end of the war he was appointed commander-in-chief at the Leeward Islands, and proceeded thither in the *Venerable*, 74. On his passage out, having the *Cyane* sloop in company, he captured two French frigates of the largest class, the *Alcmene* and *Iphigenia*: the former had 32 k. and 50 w.; the *Venerable* had 2 k. and 4 w. On January 2, 1815, the rear-admiral was nominated a K. C. B. In the autumn of the same year he co-operated with the late Lieut.-Gen. Sir James Leith, in reducing the island of Guadeloupe, &c. for Louis XVIII. for which service he was rewarded with the Cross of the Order of Military Merit of France. Sir Philip C. Durham was advanced to the rank of vice-admiral August 12, 1819. See HOME STATION and TRAFALGAR.

E.

EGYPT. The French army, intended for the subjugation of the provinces of Egypt, under the command of Gen. Buonaparte, arrived in the port of Alexandria on July 1, 1798, and the troops landed on the same evening. In the night of the 5th the town was carried by escalade, with the loss of between 200 and 300 men. Rosetta was afterwards captured, and Buonaparte in person attacked Cairo on July 23. At this place he was said to be opposed by 10,000 Mameluke cavalry, of whom the French killed 1000, and took much valuable spoil. These successes left him in possession of Lower Egypt. Several actions ensued, which ended in the final overthrow of 23 beys, and their numerous forces, at the battle of the Pyramids, when 2000 Mamelukes were slain, and 400 camels, laden with baggage and 50 pieces of cannon, were taken. In the night after, Cairo, said to contain 300,000 people, was evacuated. On October 6 Gen. Dessaix, by a new victory over the Mamelukes, subdued great part of Upper Egypt. These were succeeded by other important victories on the part of the French army.

In May 1799, Gen. Buonaparte made his incursion into Syria, and having taken Gaza and Jaffa, he advanced to Acre, to which he laid siege on March 18. Com. Sir W. Sidney Smith, then commanding his majesty's ship *Tigre*, having received from the Pacha information of the approach of the enemy, hastened, and arrived in time to put the place in a state of defence, and he furnished it with Buonaparte's battering train of artillery, which had been previously intercepted on board of a flotilla, between Alexandria and Damietta. The siege of this place was most actively continued for two months, during which the French and British were within a stone's throw of each other, and many desperate attempts were made to carry the place by assault. The French were at length obliged to retire, a great part of the flower of their army, with eight general officers, being killed or wounded.

Officers

Officers killed and wounded before Acre from March 17 to 23, were, in the *Tigre*, Messrs. Lambert, Goodman, and Gell, midshipmen, killed. Theseus, Mr. Carra, midshipman, killed; John Waters, midshipman, wounded. In the sortie made April 9, from Acre, the following officers were killed and wounded: *Tigre*, Lieut. Wright, and Mr. Janverin, midshipman. Theseus, Major Oldfield, killed; Lieut. Besty, of marines, Mr. James and Mr. B. Forbes, midshipmen, wounded. The killed and wounded between April 8 and May 2 were, *Tigre*, Mr. Morris, midshipman, killed; Lieut. Knight, wounded. Alliance, Capt. Wilnot, killed. Officers killed and wounded between May 9 and 20: Theseus, R. W. Miller, captain; T. Leybourn, schoolmaster; Messrs. Merrison, Biggs, Forbes, and Webb, midshipmen, killed; Lieut. Summers; T. Atkinson, master; R. Tarnish, surgeon; F. Morris, chaplain; Lieut. Bentley, of the marines; C. Dobren, midshipman, wounded.

Sir Sidney Smith, after leaving every assistance with the Turkish army for its future operations against the French, went to Constantinople to refit his little squadron, and concert measures with the Ottoman Porte for the expulsion of the French from Egypt. In the mean time, on July 26, 1799, the French army secured possession of Aboukir, by an action in which the Turks were said to have lost near 18,000 in killed and wounded; and Gen. Buonaparte, having thus apparently secured possession of Egypt, then returned to France, committing his charge to Gen. Kleber. Sir Sidney Smith, who had just arrived in the bay, was witness to this defeat, without being able to render the Turks the least assistance. Towards the end of October, a considerable reinforcement of troops and ships arrived from Constantinople; and on November 1, the troops were disembarked at Damietta. At first a considerable advantage was obtained over the enemy; but, in the pursuit, the impetuosity of Osman Agar, with a *corps de reserve*, soon turned the fortune of the day. The superior tactics of the French prevailed, and the Turks were driven to the water-side, where many were taken off by the boats, and the rest either slaughtered or made prisoners.

In December 1799, proposals were made by Gen. Kleber for the evacuation of Egypt; and on the 21st, Gen. Dessaix and M. Pousielgue repaired on board the *Tigre*, to negotiate with Sir Sidney Smith, to whom the grand vizier had given power to treat. A gale of wind forced the ship to sea, where she continued eighteen days. On her return the plenipotentiaries were landed, and proposals were received and answered on the 29th and 30th; and on January 24 the negotiation terminated. By this convention it was agreed, that the French should retire from Egypt, with all the ships of war and transports, arms, &c. unmolested by the combined powers. Upon Lord Keith receiving the articles of the convention, he sent information to Gen. Kleber, that no capitulation would be acceded to, unless the French surrendered themselves prisoners of war, with all their ships and properties. The French immediately recommenced hostilities, and gained several advantages over the Turks. Shortly after, orders were received by Sir Sidney Smith to accede to the convention of El Arisch; but the French having made themselves masters of all the strong posts throughout the country, then resolved to persevere in their endeavours for the conquest of Egypt.

The British fleet under Adm. Lord Keith, with the military forces commanded by Gen. Sir Ralph Abercromby, K. B. appeared off Alexandria on March 1, 1801, and sailed for Aboukir, where they lay for several days, in consequence of bad weather. The original intentions of the general were to have commenced his operations on the side of Alexandria, but circumstances were found too unfavourable. On the 8th, at six in the morning, the British commenced their landing. The French followed from Alexandria, and posted themselves on the heights of Aboukir, to oppose the debarkation, and a sanguinary conflict took place from seven till nine in the morning, after which the enemy retreated. The marines and seamen, who behaved with the utmost spirit and bravery, acted under the immediate orders of Com. Sir W. Sidney Smith.

On March 21 a memorable battle was fought about four miles from Alexandria, in which the British gained a signal victory; but it was in this battle that the great and good Sir R. Abercromby was mortally wounded. He died on the 28th. From this event the command of the British forces devolved on Lieut. Gen. Sir John Hely Hutchinson, to whom Rosetta surrendered on the 19th of the following month. On May 18 Gen. Hutchinson marched from Rosetta, and on June 28 Cairo was retaken by the allied forces. Alexandria was invested by the British naval and military forces in the month of August 1801, and on the evening of the 29th of that month proposals for an armistice of three days were sent from the town by the French commander-in-chief, Gen. Menou. On September 2 this place surrendered on capitulation, the garrison then consisting of upwards of 8000 soldiers and 1300 seamen. Thus ended the campaign in Egypt.

For their uniform display of talent, for their undaunted bravery, and their indefatigable perseverance in this great work, which so much increased the lustre of the British arms, the commanders-in-chief, officers, soldiers, and seamen, received the thanks of both houses of parliament. Sir W. S. Smith, besides other honours, has, for his extraordinary and valuable services, been rewarded with a pension of £1000 per annum. His majesty was also pleased to honour Sir J. Hutchinson with the dignity of a peer of the kingdom of Ireland, and Adm. Lord Keith with the peerage of Great Britain.

Alexandria surrendered once more to the British arms March 20, 1807. The military force was under the command of Major-Gen. Fraser, and the naval under that of Capt. Hallowell, of the *Tigre*, 80. Little opposition being made, the British sustained a loss of only 16 killed and wounded. One Turkish frigate of 40 brass guns, another of 34, and a corvette of 16 brass guns, were captured in the harbour.

The navy, under the command of Rear-Adm. Sir T. Louis, and the army, under that of Major-Gen. M'Kenzie Fraser, co-operated in some movements in the month of April, for the purpose of dislodging the French from Rosetta. A detachment of the army, under the command of Brigadier-Gen. Stewart, marched on the 3d from the eastern heights of Alexandria to the wells of Aboukir. The caravansera post had been retained with much spirit by a detachment of marines, after the army under Lieut.-Col. Bruce had retreated upon a former occasion, and was very efficient in present operations. The greatest part of the 4th was employed in passing the

the infantry and camels to the caravansera, in landing guns and ammunition, and in substituting the latter and intrenching tools for camp equipage. A body of 200 seamen, under Lieut. Robinson, were added to the army. Capt. Hallowell volunteered his services on this occasion, and his active co-operation was useful to every department. The army advanced by the route of Edko towards Rosetta on the 5th. Capt. Nicholls, of the marines, was left in command at the caravansera, with 40 rank and file. After a slight opposition on the 6th, at the village of Hamet, the important post of Aboumandour was taken possession of, and the enemy being driven in every direction into Rosetta from the sand-hills which encircle the town, its partial investment took place, as, from its great extent, and the smallness of the army, it was not able to invest the whole. A summons was sent on the 8th to the authorities, with favourable terms, which not being acceded to, the army continued to batter the town; and the summons was repeated on the 12th, with the same bad success. After remaining before the town till the 24th without being able to make the desired impression, the major-general returned to the position with the wreck of the army, on the eastern heights before Alexandria. The events which attended this service were of a peculiar nature, and singularly unfortunate. The expected junction of the Mamelukes had induced the general to persevere in his attack, which, after all, proved to be a deception of the informers, and did not take place. The loss in killed, wounded, prisoners, and missing, amounted to 916.

EKINS, Rear-Adm. Charles, entered the naval service as a midshipman, on board the *Berwick*, 74, and was in the battle between Sir Hyde Parker and Adm. Zoutman, on the Dogger Bank, in 1781: the *Berwick* had 18 k. and 58 w. He afterwards removed into the *Cambridge*, 84, and was at the relief of Gibraltar under Lord Howe; and in the partial action with the combined fleets of France and Spain, October 20, 1782, that ship had 4 k. and 6 w: among the latter was Mr. Ekins, at that time acting as aid-de-camp to Capt. Stewart. He subsequently served in other ships, and was made lieutenant into the *Lion*, 64, in 1790. He then was appointed successively to the *Flirt* brig, *Alarm* frigate, and *Boyne*, of 98 guns; the latter, bearing the flag of Sir John Jervis, he joined in the West Indies, and was junior lieutenant of her at the time she was unfortunately destroyed by fire at Spithead. In 1795 he commanded the *Ferret* sloop of war on the North Sea station, where he captured *L'Eléonore* French privateer. He was made a post captain December 22, 1796, and was soon afterward appointed to the command of the *Amphitrite* frigate, of 28 guns, and sent with a convoy, under the orders of Capt. Bagot, of the *Trent*, to the Leeward Islands. On this station he captured many of the enemy's vessels, among which were seven privateers, carrying 62 guns and 466 men. He assisted at taking the Dutch colony at Surinam, on which occasion the *Amphitrite* bore the Adm. Lord Hugh Seymour's flag. She afterwards, in company with the *Unité* frigate, surprised and captured the *Devil's Islands*, on the coast of Cayenne. In March 1801 he assisted, under Sir J. T. Duckworth, at the reduction of the Virgin and other islands. On this occasion his exertions brought on a violent attack of the yellow fever, by which he had previously been much reduced. Rear-Adm.

Duckworth sent him home with his dispatches in the *Fanny* armed brig.

In the spring of 1804 Capt. Ekins was appointed to the *Beaulieu* frigate, of 40 guns, and was actively employed until the latter end of 1806, when he removed into the *Defence*, 74, and in the following year sailed with Adm. Gambier on the expedition against Copenhagen; but being detached with the *Comus*, of 32 guns, under his orders, in pursuit of the *Frederickscoarn* frigate, which had escaped from *Elsineur Road*, soon after the arrival of the British armament in that neighbourhood, he was thereby prevented from being present at the surrender of that capital and the Danish navy. He was afterwards employed off Lisbon, under the orders of Sir Charles Cotton, by whom he was sent to St. Ubes on a particular service. There he received intelligence of the *Rochefort* squadron being at sea, and supposing its destination to be the West Indies, he proceeded thither; and on his arrival at Martinique, he joined Sir Alexander Cochrane, as did Sir J. T. Duckworth with his squadron. Upon its being ascertained that the enemy had gone to the Mediterranean, Capt. Ekins returned to England, with 200 sail of merchant vessels under his protection.

The *Defence* afterwards was employed in the Baltic, under Sir James Saumarez, and in 1809 was detached, with the *Bellerophon*, to the Gulf of Finland, where Capt. Ekins took possession of several islands, and cut off the supplies sent by the Russians for the use of their army in Sweden. On September 7, 1815, he was appointed to the *Superb*, of 78 guns, and in this ship he greatly distinguished himself at the memorable attack upon Algiers under Lord Exmouth, August 27, 1816. On this glorious occasion the *Superb* had 8 k. and 84 w.; among the latter was her commander, who has since been rewarded with the insignia of a C. B. He was advanced to the rank of rear-admiral on August 12, 1819. Rear-Adm. Ekins is the author of "An Account of Naval Battles from 1744 to the Peace in 1814, critically reviewed and illustrated."

ELLIOT, Capt. See GUADALOUPE.

ELLIOT, Hon. Capt. See JAVA.

ELPHINSTONE, Capt. E. See FIRST OF JUNE, and EAST INDIA STATION, July 25, 1806.

ERIE, Lake. On September 10, 1813, a severe action took place between a British squadron, under the command of Capt. Barclay, and an American one, of very superior force, under that of Capt. Perry. The action commenced at about twelve o'clock, and continued with great fury until half-past two, when the American commodore dropped astern, and a boat was perceived taking him to the Niagara, which vessel was at this time perfectly fresh. Soon after leaving his vessel she struck, and seeing that the day was yet against him, and also the very defenceless state of the Detroit, which ship was now a perfect wreck, that the *Queen Charlotte* was in such a situation that very little assistance could be received from her, and that the *Lady Prevost* was too far to leeward, he made a noble and too successful effort to regain it. He bore up, supported by his small vessels, passed within pistol shot, and took a raking position on the bow of the Detroit, who, in attempting to prevent it by wearing, owing to the unfortunate situation of the *Queen Charlotte*, fell on board her. Capt. Barclay's first lieutenant, Garland, was now mortally wounded, and himself so severely, that he was obliged to quit the deck, and Lieut. Inglis took

took the command of the ship. The enemy's second brig, at that time on her weather beam, shortly afterwards took a position to rake her; to prevent which, in attempting to wear, to get the star-board broadside to bear upon the enemy, a number of the guns of the larboard broadside being at this time disabled, fell on board the Queen Charlotte, then running up to leeward of the Detroit. As soon as the two ships were clear of each other, Lieut. Inglis ordered the Queen Charlotte to shoot ahead of the Detroit, if possible, and attempted to back her fore top-sail to get astern; but the ship lying completely unmanageable, she was obliged to strike, the Queen Charlotte having previously done so. The squadron had 3 officers, 38 men k.; 9 officers, 85 men w.; total 135. Manned as the squadron was, with not more than fifty British seamen, the rest a mixed crew of Canadians and soldiers, who were totally unacquainted with such service, rendered the loss of officers more sensibly felt, all the officers commanding vessels, and their seconds, being killed, or so severely wounded as to be unable to keep the deck. The gallant and intrepid Capt. Finnis, of the Queen Charlotte, fell soon after the commencement of the action, which deprived Capt. Barclay of his greatest support; and though the British squadron was very deficient in seamen, weight of metal, and particularly long guns, yet the greatest misfortune was the loss of every officer, and particularly Capt. Finnis, whose life, had it been spared, would, in the opinion of Sir J. L. Yeo, have saved the squadron. The force of the British and United States squadron was as follows:

BRITISH SQUADRON.

Detroit, Capt. Barclay—2 long 24-pounders, 1 long 18-pounder, 6 long 12-pounders, 8 long 9-pounders, 1 24-pounder carronade, 1 18-pounder carronade. Queen Charlotte, Capt. Finnis—3 long 12-pounders, 14 24-pounder carronades. Lady Prevost, Lieut. Buchan—3 long 9-pounders, 10 12-pounder carronades. Hunter, Lieut. Bignal—2 long 6-pounders, 4 long 4-pounders, 2 long 2-pounders, 2 12-pounder carronades. Little Belt—1 long 9-pounder, 2 long 6-pounders. Chippeway—1 long 9-pounder.

UNITED STATES SQUADRON.

Lawrence—2 long 12-pounders, 18 32-pounder carronades. Niagara—2 long 12-pounders, 18 32-pounder carronades. Caledonia—2 long 24-pounders, 1 32-pounder carronade; all on pivots. Ariel—4 long 12-pounders; all on pivots. Summers—1 long 24-pounder, 1 32-pounder carronade; all on pivots. Porcupine—1 long 32-pounder, on a pivot. Tigress—1 long 32-pounder, on a pivot. Scorpion—1 long 32-pounder, 1 24-pounder; all on pivots. Trip—1 long 24-pounder, on a pivot.

ESSINGTON, Capt. W. H. See CAMPERDOWN.

EAST INDIA STATION. See CAPE OF GOOD HOPE, &c.

EXMOUTH, Adm. Lord (formerly Edward Pellew), was born at Dover, on April 19, 1757. His grandfather commanded the Royal Anne, in Queen Anne's wars, and his father was captain of a packet at Dover until his death. He made his first voyage with Capt. Stott, in the Juno, to the Falkland Islands, in 1770; he then went to the Mediterranean, and afterwards sailed with Capt. Pownall to America, and distinguished himself in the Carleton, on the Lakes. He served as acting lieutenant under Captain, afterwards Adm. Dacres; was in the convention of Saratoga, and brought the first intelligence of it to England, on which he was confirmed lieutenant. His first appointment afterwards was to the *Licorne*, Capt. Bellew, and then

to the Apollo, Capt. Pownall; from which ship he was made commander, after an action off Ostend, with a French letter of marque, a frigate, in which Capt. Pownall was killed. The action had lasted more than an hour when this event took place, and the command devolving on Lieut. Pellew, he emulated his brave captain's example, by maintaining a well-directed fire for upwards of an hour longer, when being near to Ostend, he desisted from pursuing the enemy, lest he should violate the coasts of a neutral power. The Apollo had 5 killed besides the captain, and 20 wounded. Mr. Pellew was soon after this made a master and commander. Capt. Pellew's first appointment was to the Hazard sloop, of 8 guns, in the North Sea; and was made post on May 31, 1782, into the Suffolk. He saved the lives of two seamen, when he served in the Lowestoffe and Salisbury, by jumping overboard whilst the ships were at sea; and in one of these instances he was not recovered from a severe illness. In 1793, having the command of La Nymphe frigate, of 36 guns and 220 men, he fell in with the French frigate Cleopatra, of 40 guns and 320 men, on June 18, which, after a furious action, he captured. Great gallantry as well as great national spirit was displayed on both sides. Capt. Pellew, when within hail of the enemy, ordered his crew from their quarters to the shrouds, where *Long live King George the Third!* was given with three cheers. The French captain ordered his ship to be manned in the same manner, then waving his hat, shouted, *Vive la Nation!* which was reiterated with three cheers by the men. The Cleopatra was the first frigate captured from the French, after the commencement of the war. On the 29th of the same month he received the thanks of the king, who conferred upon him at the same time the honour of knighthood.

Sir Edward distinguished himself in the action which was fought with a squadron of French frigates on April 23, 1794, when three of them, La Pomone, L'Engageante, and La Babet, were captured. On August 23 he still more distinguished himself by his humanity, when the squadron drove on shore a French frigate and two corvettes, and Sir Edward proceeded with the boats to destroy them; but finding the wounded could not be removed without the risk of perishing, desisted from setting fire to them, and suffered their unfortunate crews to remain on board that they might be relieved by their friends on shore.

Sir Edward after this, with a little squadron under his own command, on September 21, 1794, captured the Revolutionaire, of 44 guns and 370 men. He captured nine other ships of war in the course of this year. The bravery and humanity of Sir Edward Pellew were again signally manifested on January 26, 1796, when the Dutton East Indiamen was driven on shore at Plymouth, the particulars of which are related under the head of HOME STATION. On March 5, in the same year, he was advanced to the dignity of a baronet, as Sir Edward Pellew, of Trevery, in Cornwall.

Having some time before this been appointed to the Indefatigable, of 44 guns, he was sent with a squadron to cruise off the coast of France, and on April 9, 1796, captured a whole convoy; La Volage, of 26, the convoying frigate, was driven on shore. On the 13th of the same month he captured L'Unité, of 38 guns, and 255 men; on board of which ship he found Madame Le Large, the wife of the governor of Rochfort, and her family. Sir Edward, with feeling and politeness, suffered them to return to France in a neutral

neutral vessel. His next encounter was on April 22, with the *Virginie*, of 44 guns and 340 men, commanded by M. Bergeret, which did not surrender till after a brave defence. On January 13, 1797, in company with the *Amazon*, Capt. Reynolds, he fell in with *Les Droits de l'Homme*, commanded by Capt. Le Cross. The action commenced at a quarter before six *p. m.* and lasted, with the exception of short intervals, until half-past four *a. m.* The sea ran so high, that the men were up to their waists in water on the main deck. Some of the guns of the *Indefatigable* broke their breechings four times; others drew the ring-bolts from their sides; and many, from getting wet, were repeatedly obliged to be drawn, immediately after loading. The raging battle was put an end to by the most imminent danger of being stranded, which the *Indefatigable*, by the skill of her commander and the alacrity of her crew in obeying his orders, avoided; but his consort, the *Amazon*, and the French ship, met their fate almost at the same moment upon the Penmark rocks. Of 1600 men, seamen and soldiers, on board the French ship, 170 perished, exclusive of those killed in the action. The crew of the *Amazon*, excepting six, who stole away the cutter and were drowned, were saved by making rafts; but upon their landing were made prisoners.

In the spring of 1799 Sir Edward Pellew was appointed to the *Impetueux*, of 78 guns, in which ship he proceeded to reinforce Earl St. Vincent in the Mediterranean. In May 1800 he was sent by that commander with a squadron having a detachment of troops on board, under the command of Major Maitland, to assist the French royalists and chouans, in Quiberon Bay and the Morbihan. The object of the expedition having been found unattainable, the troops proceeded in the transports to the Mediterranean.

In the month of August following, Sir Edward, still in the *Impetueux*, was again attached to the squadron of his old commander, Sir J. B. Warren, in the expedition against Ferrol, and he superintended the disembarkation of the army under the command of Sir James Pulteney, on August 25. On the 26th the general informed Sir J. Warren, that, from the strength of the country, and the enemy's works, no farther operations could be carried on. The troops were therefore reembarked before daybreak on the 27th, and on the following day the squadron arrived off Vigo. In 1801 Sir Edward obtained a colonelcy of marines, and upon the termination of hostilities retired to enjoy the calm of domestic life, after having been a long time tossed upon the troubled ocean of war. It would appear that Sir Edward Pellew, not reconciled to an idle life, was ambitious of serving his country by land as well as by sea, though perhaps, without derogating from his ability, not with the same chance of adding to those laurels he had acquired on board his ship, in becoming one of the company on board the vessel of the state. Accordingly, at the general election in 1802, we find him returned one of the members for Barnstaple, in Devonshire. An incident characteristic of his profession, is said to have occurred at the time:—"On leaving the hustings, he was placed in a barge, fixed upon wheels, and ornamented with laurel and colours. This vehicle, manned with a number of prime seamen, in white shirts, with oars in their hands, and steered by a lieutenant of the navy, in full uniform, then got *under weigh*, the populace cheering their hero."

Sir Edward on one occasion took an animated part in the debates
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of the House of Commons, as the subject must have come home to his feelings and experience as a professional man: it was on March 15, 1804, when an inquiry was moved for, respecting the naval defence of the country, with the view of censuring the administration of Earl St. Vincent. He rose immediately after Adm. Berkely, who had accused the Admiralty of negligence, and had compared the armed vessels which had been sent to the coast of France to so many cockle-shells. Sir Edward delivered his opinion at considerable length in favour of Earl St. Vincent, and treated the subject in a manner which rivetted the attention of the house.

On April 23, Sir Edward was made a rear-admiral of the white, and appointed commander-in-chief upon the East India station. On November 9, 1805, he attained the rank of a rear-admiral of the red. During the year 1806 Sir Edward's squadron captured four privateers, and on September 25, his ship, the *Culloden*, after a chase of two days and a night, took *L'Emilien* corvette, of 18 guns and 150 men. In November he arrived in Batavia Roads, in search of a French squadron. On discovering the approach of the British force, the Dutch national frigate *Phoenix*, the *Avanturier* and *Zee Ploeg* brigs, two of their company's armed ships, and two armed brigs, followed by the merchantmen, immediately ran on shore, the *William* corvette, having first struck to the *Terpsichore*. The boats of the squadron were ordered out, and they destroyed or captured about thirty ships, including the merchantmen. On November 20, 1807, Sir Edward sailed from Malacca to Java, and destroyed the ships of war lying at Griessse, together with all the guns, military stores, &c. On April 28, 1808, Sir Edward was promoted to be vice-admiral of the blue. In 1810 he was appointed to the command of the squadron off the Scheldt. On July 31 he was made a vice-admiral of the red. On July 16, 1811, he assumed the chief command of the fleet in the Mediterranean, on which station he continued to blockade the French fleet in Toulon, taking prizes, and detaching vessels to co-operate with the land forces on the coasts of Italy until the general peace. On April 18, 1814, his squadron, conjointly with the forces under the command of his excellency Lieut.-Gen. Lord William Bentinck, caused the surrender of Genoa, and this service was effected with the small loss of 11 killed, wounded, and missing, on board the ships. Six ships and vessels of war were captured, one of which was a 74 ready for launching, and another 74 in frame, the rest were brigs. On May 14 he was made a peer, by the title of Baron Exmouth, of Canonteign, in the county of Devon. On January 2, 1815, he was made a knight commander of the second class of the military Order of the Bath. On May 21 Lord Exmouth's squadron co-operated with the allied army in restoring Naples to the government of King Ferdinand the Fourth. On July 4 the gallant admiral landed at Marseilles, accompanied by Major-Gen. Sir Hudson Lowe, where they were received by the Marquis de Riviere, the members of the royal committee of Provence, acting in the name of Louis the Eighteenth, and all the other authorities, with every manifestation of joy. On the 13th Murat, the late King of Naples, who was at Toulon, sent his aid-de-camp to Lord Exmouth for protection and safe conveyance to England; and was answered, that if Murat chose to go on board one of the ships off Toulon, personal protection would be afforded him; but his lordship should not enter into any engagements with him as to his destination, leaving that point
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to be settled by reference to England. These terms not being approved of by Murat, he left Toulon. On July 24, Lord Exmouth, accompanied by Major-Gen. Sir Hudson Lowe and the Marquis de Riviere, received the adhesion of the officers of the army and navy at Toulon, which was tendered to the marquis: the white flag was hoisted under a discharge of 100 pieces of cannon, and acknowledged by one of his lordship's frigates off the harbour. On March 16, 1816, Lord Exmouth was made a knight grand cross of the military Order of the Bath, in the room of Lord Hood, deceased.

The Dey of Algiers having by his atrocious conduct provoked the indignation of the British government, a fleet was dispatched, under the command of Lord Exmouth, against his capital. He came in sight of it on the morning of August 27, 1816, and before midnight totally destroyed the Algerine fleet, laid in ashes the storehouses and arsenal, and reduced the batteries to heaps of ruins. The Dey had made every preparation for the most vigorous defence; 40,000 men had been marched down from the interior, all the Janissaries called in from the distant garrisons, and every precaution taken to put the batteries in the best condition. As he had firmly resolved to resist, he took no notice of the terms sent by Lord Exmouth by a flag of truce, and three hours having expired, the time allotted him for an answer, the British admiral himself anchored at the entrance of the Mole, at about fifty yards distance; he was followed by all his ships in the appointed order, the Dutch admiral, Van Capellan, with his squadron of frigates, taking a station to cover the flanking batteries. So soon as the Queen Charlotte opened her fire, the whole fleet followed her example, the Congreve rockets being on this occasion of great service. The town of Algiers rises abruptly from the sea; every street was visible to our fleet—every ship was equally visible to the inhabitants on shore: a great many spectators were collected on a hill eastward of the town. The position of the batteries so commanding the harbour, will account for the number of killed and wounded on our side, being 815, and 63 on board the Dutch squadron; but the loss of the enemy was estimated at between 6,000 and 7,000. The firing of the enemy's ships so near our own was perilous in the extreme; but when the order was at length given to execute this part of the duty, the outer frigate was boarded, and within ten minutes was in a perfect blaze; all the other ships in the port were set on fire by the flotilla of gun, mortar, and rocket-boats, and the fire extending rapidly over the arsenal, storehouses, and gun-boats, exhibited a spectacle of the most awful grandeur, and at the same time of the most terrible interest. From this scene of devastation the assailants withdrew to a secure distance, about two o'clock on the morning of the 28th, and a few hours afterwards the admiral sent a letter to the Dey, reiterating the same demands as before the bombardment, with which he thought proper to comply. The following is a copy of the letter:—

“SIR,—For your atrocities at Bona on defenceless Christians, and your unbecoming disregards to the demands I made yesterday in the name of the Prince Regent of England, the fleet under my orders has given you a signal chastisement, by the total destruction of your navy, storehouses, and arsenal, with half of your batteries. As England does not war for the destruction of cities, I am unwilling to visit your cruelties upon the inoffensive inhabitants of the country, and therefore offer you the same terms of peace which I conveyed

conveyed to you yesterday in my sovereign's name; without the acceptance of these terms, you can have no peace with England. If you receive the offer as you ought, you will fire three guns; and I shall consider your not making this signal as a refusal, and shall renew my operations at my own convenience. I offer you the above terms, provided that neither the British consul, nor the officers and men so wickedly seized by you from the boats of a British ship of war, have met with any cruel treatment, or any of the Christian slaves in your power; and I repeat my demand, that the consul, and officers and men, may be sent off to me, conformable to ancient treaties. I have, &c. EXMOUTH.

"To his Highness the Dey of Algiers."

On the 30th, the following general memorandum was issued by Lord Exmouth—"The commander-in-chief is happy to inform the fleet of the final termination of their strenuous exertions, by the signature of peace, confirmed under a salute of 21 guns, on the following conditions, dictated by his Royal Highness the Prince Regent of England. 1. The abolition for ever of Christian slavery. 2. The delivery to my flag of all slaves in the dominions of the Dey, to whatever nation they may belong, at noon to-morrow. 3. Reparation has been made to the British consul for all losses he may have sustained in consequence of his confinement. 4. The Dey has made a public apology, in presence of his ministers and officers, and begged pardon of the consul, in terms dictated by the captain of the *Queen Charlotte*." Then follows thanks to the fleet for their exertions, &c.

Captain Brisbane stated a fact which the modesty of Lord Exmouth had not noticed, viz. that his lordship received two wounds in the action, one on the cheek, and another in the thigh; but happily neither of them of a severe nature. The *Queen Charlotte* was so near the shore, that every part of the Mole, and what was called the Marine, was visible from the quarter-deck. Both were crowded with spectators, who remained gazing at the shipping, as if unconscious of the impending storm. Lord Exmouth stood upon the poop, waved his hat at them to retire, and signified that he was about to begin hostilities. They did not attend to his humane warning, and the consequence was that the first broadside swept off from 500 to 1000 of them. The severity of ours and the enemy's fire was evinced by 210 being killed and wounded on board the *Impregnable*, nearly one quarter of our whole loss. In the Mole were destroyed four large frigates, of 44 guns; five large corvettes, from 24 to 30 guns; of thirty-seven gun and mortar-boats, thirty were destroyed; several merchant brigs and schooners, and a great number of small vessels of various descriptions, &c. were likewise destroyed. The battle of Algiers thus completed a series of Lord Exmouth's brilliant exploits, which rank him amongst the most illustrious of our naval heroes, and distinguish him moreover as the valiant champion of the violated rights of humanity. See HOME STATION, June 19, 1793; April 23, August 23, October 21, 1794; January 26, April 20, August 22, 1796; January 13, 1797; FERROL and TRAFALGAR.

EYLES, Vice-Adm. Thos. was made post captain July 13, 1795, and was appointed to the *Pomone* frigate, of 44 guns. In the following year, through the ignorance of a French pilot, that ship ran ashore near Nantz, and was with difficulty got off again, and afterwards by great exertions she reached Plymouth. For his conduct
on

on this occasion Capt. Eyles received the thanks of the Admiralty. He was afterwards appointed to the *Canada*, 74, bearing the broad pendant of Sir J. B. Warren; and was in the action with M. Bompart's squadron off the coast of Ireland, October 12, 1798. He removed with the commodore into the *Temeraire*, 93, and from that ship to the *Renown*, 74, in which he continued until November 1800. In the autumn of 1801 Capt. Eyles was again appointed to the *Temeraire*, then bearing the flag of Rear-Adm. G. Campbell, belonging to the Channel fleet, the main body of which rendezvoused at Bantry Bay, in Ireland. About the latter end of November a detachment of six sail of the line was ordered from thence to the West Indies, to watch the motions of an armament which had recently sailed from France, for the ostensible purpose of reducing to obedience the blacks in St. Domingo. On the receipt of these orders, some of the crew of the *Temeraire* broke out into violent and daring acts of insubordination; but by the spirited firmness and exertions of Capt. Eyles and his officers, the mutiny was suppressed, the ringleaders were secured, taken round to Portsmouth, tried, and executed for the offence, in the month of January 1802. On February 7 the rear-admiral in the *Temeraire*, with his squadron, sailed for his original destination, and returned from thence on June 1. The *Temeraire* was put out of commission in October in the same year. In the spring of 1809, Capt. Eyles was appointed to the *Plantagenet*, 74, and retained the command of that ship until February 1812. Early in 1813 he obtained the command of the *Royal Charlotte* yacht; and on June 4, 1814, was advanced to the rank of rear-admiral; on May 27, 1825, he attained the rank of vice-admiral.

EYRE, Rear-Adm. Sir George. This officer commanded the *Speedy* sloop, and had the misfortune to be captured by three of the enemy's frigates in the Mediterranean, June 4, 1794. After his return he was appointed to the *Albicore* sloop, and on February 6, 1796, was posted into *La Prompte*, of 20 guns, in which ship he assisted at the reduction of St. Lucia. His next appointment was in the autumn of 1798 to the *Regulus*, 44, also in the West Indies, where he continued actively employed until the summer of 1799, when he returned to England. In July 1806 he was appointed to the *Ardent*, 64, and shortly after removed into the *Magnificent*, 74. In October 1809 he assisted at the capture of Zante, Cephalonia, &c. &c. by the forces under Capt. Spranger of the *Warrior*, and Brigadier-Gen. Oswald; and in the months of March and April following, Capt. Eyre, in conjunction with the brigadier-general, commanded the forces in the attack and reduction of the island of St. Maure: the loss sustained by the squadron during the siege was 7 k. and 39 w., among the latter Capt. Eyre received a severe wound in the head. In February 1811 a squadron under his command captured thirty sail of vessels, with ordnance stores, corn, &c. bound for the relief of Corfu. Towards the latter end of the year he commanded a squadron on the coast of Valencia, in co-operation with the Spanish patriots. In the spring of 1812 he returned to England, and had the honour of knighthood conferred on him for his services in the Mediterranean. At the general promotion, June 4, 1814, Sir George obtained a colonelcy of royal marines; he was nominated a K. C. B. January 2, 1815, and advanced to the rank of rear-admiral August 12, 1819. In the early part of 1823 he was appointed commander-in-chief on the South American station.

FAHIE,

F.

FAHIE, Rear-Adm. Sir Wm. C. This officer, having previously commanded the *Woolwich*, 44, armed *en-flûte*, on the Leeward Island station, was made post captain on February 2, 1796, into the *Pedrix*, of 22 guns, and 153 men. On December 11, 1798, after an action of forty-two minutes, he captured *L'Armée d'Italie*, French privateer, of 18 guns, and 117 men; the enemy had 6 k. and 5 w.; the *Pedrix* had only 1 w. He was afterwards appointed to the *Hyana*, of 28 guns. In 1805 Capt. Fahie was appointed to the *Amelia*, 38 gun frigate, and from her removed into the *Ethalion*, 36, in which ship he assisted at the capture of the Danish West India islands in December 1807. At the conclusion of 1808, or beginning of 1809, he was appointed to the *Belleisle*, 80, one of the squadron employed at the reduction of Martinique in February 1809. He subsequently removed into the *Pompee*, also an 80 gun ship; and on April 16, having the *Castor* frigate and *Recruit* brig in company, engaged and captured the French ship *Hautpoul*, of 74 guns and 680 men, of whom between 80 and 90 were killed and wounded; the *Pompee* had 9 k. and 30 w., among the latter, Capt. Fahie; the *Castor* 1 k. and 6 w.; the *Recruit* 1 w. Capt. Fahie was soon after appointed to the command of his prize, whose name was changed to the *Abercromby*. Early in 1810 an armament under the orders of Sir Alexander Cochrane and Lieut.-Gen. Beckwith, proceeded against Guadalupe, which colony surrendered on February 6, and was quickly followed by the islands St. Martin, St. Eustatia, and Saba. This latter service, in conjunction with the army, was most ably performed by Capt. Fahie, to whom Sir Alexander had given the temporary rank of commodore. He soon afterwards returned to England. He continued to command the *Abercromby* until January 1814, when that ship was put out of commission. At the general promotion, June 4 in that year, he obtained a colonelcy of royal marines. Capt. Fahie's next appointment was, early in 1815, to the command of the *Malta*, and was employed, in co-operation with the Austrian general, in the siege of Gaeta, which was defended with great obstinacy until August 8, on which day the allied forces took possession of it. He was this year nominated a C. B. His promotion to the rank of rear-admiral took place August 12, 1819; and early in the following year he was appointed commander-in-chief at the Leeward Islands. In December 1821 he relieved Vice-Adm. Griffith in the command at Halifax, from whence he returned to England in 1824, and was nominated a K. C. B. January 13, 1825.

FAIRFAX, Vice-Adm. Sir Wm. G., K. B., was descended from the illustrious family of that name in Yorkshire, and two of whose ancestors were generals in the time of the commonwealth. After passing through the subordinate ranks with reputation, he was made post captain January 12, 1782. In October 1796 Adm. Duncan selected Capt. Fairfax to command the *Venerable*, of 74 guns, his flag-ship; and his conduct in the action off Camperdown abundantly justified this choice. He received the honour of knighthood; previous to which, however, he was appointed colonel of one of the regiments of marines. On January 1, 1801, he was promoted to be rear-admiral of the blue; in 1805, rear of the red; in 1810,

1810, vice of the *red*. He died in 1813, aged 76, at Edinburgh. See CAMPERDOWN.

FANCOURT, Adm. Robt. D. This officer, having during the latter part of the American war served as commander in the *East Indies*, obtained post rank December 2, 1789; and in 1790, when the dispute arose with Spain, relative to Nootka Sound, was appointed to the command of the *Ambuscade* frigate, stationed in the Mediterranean. At the commencement of hostilities with France in 1793, he was appointed to the command of the *Chichester*, 44, and in company with the *Intrepid*, 64, captured *La Sirene* French corvette, off St. Domingo, in the month of August 1794. In 1797 he was removed into the *Agamemnon*, of 64 guns, attached to Adm. Duncan's fleet in the North Sea. In the summer of 1800 this ship formed part of the squadron sent to *Elseneur*, under the orders of Vice-Adm. Dickson. Capt. Fancourt was also with Sir Hyde Parker in the expedition against Copenhagen, April 1, 1801. On the *Agamemnon*'s return to England, she was stationed as guard-ship in *Hollesley Bay*, and was paid off in May 1802. Capt. Fancourt subsequently commanded the *Zealand*, 64, bearing the flag of the commander-in-chief at the *Nore*. He was promoted to the rank of rear-admiral April 28, 1808; to vice-admiral August 12, 1812; and to full admiral May 27, 1825.

FARQUHAR, Capt. A., C. B. See GLUCKSTADT and CUX-HAVEN.

FAULKNER, Capt. Robt. When the royal academy was first established at Portsmouth, Mr. F. was admitted the first scholar; and his wonderful progress called forth his master's repeated encomiums. On March 9, 1777, he was appointed to the *Iris*, of 60 guns, Hon. Capt. Cornwallis, who wrote in flattering terms to his mother respecting his conduct and future promise. He continued under this excellent officer until December 20, 1780, when he was appointed lieutenant on board the *Princess Royal*, of 98 guns, Rear-Adm. J. Rowley, Capt. J. T. Duckworth; and during the next year obtained that admiral's leave to come home. His arrival had been preceded by a letter from Sir Peter Parker, in which he informed Mrs. Faulkner—"That her son more than answered the good opinion he had formed of him." Adm. Rowley also, in a subsequent letter, spoke of him as a "young man of great merit." On November 22, 1790, he was advanced to the rank of commander. In 1794 he sailed in the *Zebra* sloop, of 16 guns, under Sir John Jervis, to the West Indies, and distinguished himself by his matchless intrepidity and conduct in capturing Fort Royal, in Martinique, by escalade, on March 20. The pilot of the *Zebra* was killed, and four seamen wounded. The conduct of our hero continued equally undaunted and meritorious till the entire conquest of the French West India islands by the capture of Guadeloupe. On January 5, 1795, the desperate engagement of five hours, which terminated Capt. Faulkner's glorious career, took place off Point à Petre, between his own ship, the *Blanche*, of 32 guns, and *La Pique*, of 38 guns. The House of Commons voted to his memory a monument, which is to be seen in St. Paul's. See HOME STATION, May 1795; LEEWARD ISLAND STATION, March 20, April 12, 1794; and January 4, 1795.

FELLOWES, Rear-Adm. Edward. This officer commanded the *Albion* sloop in 1795, and was promoted to post rank in the *Tourterelle*, of 26 guns, December 7, in the same year. He was present

sent at the reduction of St. Lucia in May 1796; and soon afterwards removed into the Alarm frigate. On November 23, he captured the Spanish corvette *El Galgo*, of 18 guns, off Grenada. The Alarm formed part of the squadron under the orders of Rear-Adm. Harvey, at the conquest of Trinidad, February 18, 1797. She was subsequently employed on the Jamaica station, and there captured, among other prizes, a Spanish brig of war, pierced for 18 guns, with a cargo of sugar; and the *Felice* schooner, of 14 guns and 80 men. In the spring of 1799 he removed into the *Acasta*, of 40 guns, and continued to cruise with activity and considerable success. He returned to England with the homeward-bound trade under his protection, in September 1801, and continued to command the *Acasta* until the following spring. In the month of July 1805, Capt. Fellowes was appointed to the *Apollo*, a new frigate, of 38 guns; and in 1806, was employed under the orders of Sir W. S. Smith, in co-operation with the British army on the coasts of Calabria. Major-Gen. Stuart, in his official account of the battle of Maida, made the most grateful mention of his services and humanity on the occasion. In the summer of 1808 he was appointed to command the *Conqueror*, 74, on the Mediterranean station, from whence he returned to England in 1812; since which time his health has not allowed him to be in active service. He was advanced to the rank of rear-admiral June 4, 1814.

FERRIS, Capt. W. See LEEWARD ISLAND STATION, March 4, 1804; and SURINAM.

FERROL. A squadron under Rear-Adm. Sir J. B. Warren, with troops commanded by Gen. Sir James Pulteney, arrived off the bay of Playa de Dominos, near Ferrol, on August 25, 1800. The troops, by desire of the general, were safely landed in the night under the protection of the shipping, and superintended by Sir Edward Pellew, assisted by other naval captains. On the 26th a considerable body of Spaniards, which opposed the British forces, was repulsed by the brigade under the Earl of Cavan; and this advantage, though attended with some loss, put the British in possession of the heights overlooking the town and harbour of Ferrol; but such was the strength of the enemy's works, and the steep and rocky face of the country, that the troops were re-embarked on the 27th, and on the next day the squadron arrived off Vigo.

FESTING, Capt. R. W. G. See JAVA.

FINNIS, Capt. killed. See ERIE LAKE.

FIRST OF JUNE, Battle of the. On May 21, 1794, Adm. Earl Howe, having received certain intelligence that the French fleet had put to sea from the harbour of Brest, and were not far distant to the westward, immediately went, and continued for several days, in quest of them: at length, in the morning of the 20th, the enemy were discovered by the advanced frigates, and a general chase commenced, which continued on that and the two following days, and terminated in the glorious event of the first of June. The following are the names of the ships which composed the line of battle on that memorable day, with the names of their commanders, and the numbers of killed and wounded in each, including officers, viz. *Alfred*, 74, J. Bazely, 8 w.; *Barfleur*, 98, *Rear-Adm. G. Bowyer, Capt. C. Collingwood, 9 k. 29 w.; *Bellerophon*, 74, *Rear-Adm. T. Pasley, *Capt. W. Hope, 4 k. 30 w.; *Brunswick*, 74, J. Harvey, 33 k. 93 w.; *Cesar*, 80, A. J. Molloy, 18 k. 37 w.; *Culloden*, 74, Is. Schomberg, 2 k. 5 w.; *Defence*, 74, *J. Gambier, 20 k.

PLANS OF THE BATTLE
130 leagues E. by N. from Ushant
June 1st, 1794.
Between the British Fleet under
Admiral Earl Howe,
and the French Fleet under
Adm. Villaret de Joyeuse,

E. ————— W.

FIG. 1. Represents the British Fleet bearing down early in the morning in line of battle. The corresponding figures 13, 14, 15, &c. representing the situation of the flag ships at the commencement of the action, and the oblique dotted lines the tracks to their respective opponents.

20 k. 41 w.; Gibraltar, 80, T. Mackenzie, 2 k. 12 w.; Glory, 98, *J. Elphinstone, 15 k. 39 w.; Impregnable, 98, Rear-Adm. B. Caldwell, Capt. G. B. Westcott, 8 k. 26 w.; Invincible, 74, *Hon. T. Pakenham, 14 k. 31 w.; Leviathan, 74, *Lord Hugh Seymour, 10 k. 34 w.; Majestic, 74, Charles Cotton, 3 k. 5 w.; Marlborough, 74, Hon. G. Berkeley, 30 k. 98 w.; Montague, 74, J. Montagu, 5 k. 15 w.; Orion, 74, *J. T. Duckworth, 5 k. 24 w.; Queen, 98, *Rear-Adm. A. Gardner, Capt. J. Hutt, 38 k. 74 w.; Queen Charlotte, 100, *Adm. Earl Howe, *Rear-Adm. Sir R. Curtis, and *Capt. Sir A. S. Douglas, 16 k. 14 w.; Ramilies, 74, *H. Harvey, 2 k. 7 w.; Royal George, 100, *Adm. Sir Alexander Hood, *Capt. W. Domett, 22 k. 76 w.; Royal Sovereign, 100, *Adm. T. Graves, *Capt. H. Nicholls, 15 k. 47 w.; Russell, 74, *J. W. Payne, 8 k. 29 w.; Thunderer, 74, A. Bertie, none k. or w.; Tremendous, 74, J. Pigott, 4 k. 8 w.; and Valiant, 74, T. Pringle, 2 k. 9 w. Of the officers and soldiers of the 29th regiment, who were on board the Brunswick, 12 k. 20 w. The total number of British killed and wounded, in the 25 ships, was therefore 297 k. and 811 w. The French line consisted of 26 ships, accompanied by 12 frigates, and 4 corvettes; of their loss we possess no accurate account, but it must have been immense. The following are the numbers of the killed and wounded in the ships taken:—*Le Juste*, 100 k. 145 w.; *Sans Pareil*, 260 k. 120 w.; *L'Amerique*, 134 k. 110 w.; *L'Achille*, 36 k. 30 w.; *Northumberland*, 60 k. 100 w.; *L'Impétueux*, 100 k. 75 w.; *Le Vengeur* sunk, soon after she had struck, and many of her people were lost. Total 690 k. and 680 w. in the ships captured, besides those who were drowned. A French 74-gun ship foundered in the engagement, of which not a man was saved.

The following frigates, &c. attended the British fleet, viz. *Phæton*, 38, W. Bentinck; *Niger*, 32, repeater, Hon. A. K. Legge; *Latona*, 23, E. Thornbrough; *Southampton*, 32, Hon. R. Forbes; *Venus*, 32, W. Brown; *Aquilon*, 32, repeater, Hon. R. Stopford; *Pegasus*, 28, repeater, R. Barlow; *Charon* (H. S.), 44, G. Countess; *Comet* (F. S.), 14, W. Bradley; *Incendiary* (F. S.), 14, J. Cooke (1); *King's Fisher* (slp.), 18, T. Le M. Gosselin; *Ranger* (cut.), 14, Lieut. C. Cotgrave; and *Rattler* (cut.), 14, Lieut. J. Wynne.

The French fleet was first descried in the morning of May 28, by the advanced frigates, far distant on the weather-bow; and about eight o'clock they were seen by the fleet in latitude 47 deg. 33 min. N. longitude 14 deg. 10 min. W. when the wind was fresh from the S. W. and the sea very rough. A general chase to the eastward commenced, which continued until the evening. At the close of the day Rear-Adm. Pasley led on his division, and attacked the *Révolutionnaire*, of 110 guns, the sternmost ship of the enemy's line; but soon after, having a topmast disabled, the *Leviathan* pushed up along-side, and engaged that ship. She was relieved by the *Audacious*, 74, *W. Parker, and stretched on ahead. The *Audacious* continued the action for two hours, and totally dismasted the enemy's ship, which struck. A dark night then ensued, and the *Révolutionnaire* escaped. In the morning the *Audacious*, then in a shattered state, was attacked by a large frigate and two corvettes, and obliged to return to port to refit. The *Audacious* had 4 k. and 18 w.

The two fleets, in the night of the 28th, continued on the star-board-tack in a parallel direction, the French still to windward; and

the next day a partial action took place, in which the French line was broken by the Queen Charlotte and Bellerophon. The enemy then wore, and the British gained the wind. The Royal George and Queen, with several of the rear ships, were on this day much disabled. On the next two days, the 30th and 31st, a thick fog prevailed, and the enemy were seen, at intervals, a few miles distant; but, clearing up in the afternoon of the 31st, at seven in the evening of that day, the British having the weather-gage, both fleets were in order of battle, and, in less than an hour after daylight next morning (June 1), close action commenced in the centre. How the battle was contested on that day, it is needless to describe. In the afternoon the French admiral, Villaret de Joyeuse, who had been engaged by the Queen Charlotte, crowded off, and was followed by most of the ships of his van in condition to carry sail, leaving with the British 10 or 12 of his crippled and dismasted ships; but the greater number of the British ships were at this time so disabled or separated, as to be incapable of preventing the escape of several of them, and those only remained which we have enumerated.

Capt. J. Montagu was killed; Captains J. Harvey and J. Hutt died shortly after of their wounds. Adm. Graves was wounded in the arm; and Rear-Adm. Bowyer, as well as Rear-Adm. Pasley, lost a leg; in consideration of which a pension of £1000 per annum was given to each of these officers for his meritorious services. The two houses of parliament voted their thanks to Earl Howe, his officers, and seamen. Earl Howe was also presented with a diamond-hilted sword of great value, by the king in person, on board at Spithead, and with a golden chain, to which a medal was appended commemorative of this event. Admirals Graves and Sir Alexander Hood had each the honour of a peerage; and Rear-Admirals Bowyer and Pasley were created baronets: besides which, in December, 1796, there were presented, by order of his majesty, to each of the flag-officers, and such of the captains as were reported by Earl Howe to have particularly signalized themselves in the engagement, a gold medal and chain to the flag-officers, and a gold medal to the captains, to be worn when they wear their uniforms, the flag-officers' suspended by a blue and white ribbon round the neck, and the captains' in the third and fourth button-hole on their left side. The names of the officers to whom medals were presented are distinguished above by this mark*.

On June 11 Earl Howe entered the Channel with his prizes, and on the 13th arrived at Spithead with part of the fleet, the other part having been conducted by Adm. Graves into Plymouth. His lordship then issued his public thanks to every description of officers, seamen, &c. which was followed by similar declarations from his majesty, and the thanks of both houses of parliament. On the 26th their majesties and the princesses visited Earl Howe, on board the Queen Charlotte, at Spithead, when the king was graciously pleased to honour the noble admiral as above related.

FLIN, Capt. E. See GUADALOUPE.

FLINDERS, Capt. Matthew, was born at Donington, near Boston, in Lincolnshire, on March 16, 1774. After passing some years in the usual studies of youth, he returned home to prosecute a medical education; but for this he evinced little or no inclination; and having resolved upon a seafaring life, he, in the month of May 1790, ventured to present himself as a volunteer on board the Scipio, commanded by Capt. Thomas Pasley, then lying at Chatham; he was kindly received by that officer, put upon the quarter deck, and afterwards

afterwards followed him into the *Bellerophon*. But the dispute with Spain being amicably settled, and an expedition being just fitted out under Capt. (afterwards Admiral) W. Bligh, for the purpose of transplanting the bread-fruit-tree from the Friendly Isles to those of the West Indies, Mr. Flinders, with the assent of his patron, Capt. Paaley, embarked in the *Providence*; and from thence may be dated his predilection for nautical discovery. In this voyage he became a useful auxiliary to Capt. Bligh, for he was ever ready to assist in the construction of his charts, and in astronomical observations; indeed, the care of the time-keepers was principally intrusted to him. On his return home in the latter part of 1793, he again joined his patron, whose broad pendant, as commodore, was then flying in the *Bellerophon*, 74, and was aide-de-camp to that officer in the memorable battle of June 1, 1794. After returning to port, being fonder of voyages of discovery than of the regular routine of service, our navigator, in the autumn of that year, joined the *Reliance*, commanded by Capt. H. Waterhouse, appointed to convey Capt. (since Admiral) John Hunter, as governor of the infant colony at Port Jackson, on the coast of New South Wales. On February 15, 1795, the *Reliance* left Plymouth, and in September following arrived at Port Jackson. In October Mr. F. and his friend, Mr. George Bass, surgeon of the *Reliance*, in a little boat of eight feet long, called *Tom Thumb*, entered Botany Bay, and explored George's River, twenty miles farther up than the extent of Governor Hunter's survey; and continued actively employed in boats and small vessels, during the nearly five years' stay of the *Reliance* in the service of the colony. He passed his examination for the rank of lieutenant at the Cape of Good Hope, in 1797, and was appointed acting lieutenant of the *Reliance*, on a vacancy, by Governor Hunter, which was afterwards confirmed by the Admiralty.

On the return of the *Reliance* to England in the latter part of 1801, such were the signal services he had rendered to navigation and geography in New Holland, and such the merits of his charts and information, that he was considered a proper person to prosecute a further voyage of discovery. He was therefore, early in 1801, appointed to the command of the *Investigator*, and received the rank of commander. In July he sailed from England, and successfully performed his voyage: in about eighteen months he circumnavigated, and actually examined nearly the whole coast of *Terra Australis*, an island little inferior in size to the Continent of Europe: but at the close of these operations he was shipwrecked on an unknown coral reef, on August 17, 1803. The *Investigator* had been condemned as unserviceable at Port Jackson, early in August, and the *Porpoise* was fitted to carry home Capt. F. and some of his officers: in the latter vessel the disastrous circumstance occurred. After saving as many of the stores and provisions as possible from the wreck, on a sand-bank adjoining the reef, Capt. Flinders, in a six-oared cutter, with twelve of the crew, and three weeks' provision, left Wreck Reef on the morning of August 26, and arrived at Sidney, New South Wales, a distance of 730 miles, on September 3, on which occasion the governor and officers greeted him with the name of *Indefatigable*. He procured from Governor King, and safely conducted to the fatal reef, a vessel sufficient to convey his officers and people to China; and then, with an intention of getting to England with his valuable discoveries, crossed

the great Southern ocean, in the Cumberland schooner, of 29 tons burthen; and on December 17, the very day four months on which he was wrecked, entered Port Louis, in the Isle of France. Here, in contempt of his commission and passports from the friendly powers of Europe, he was detained, and lingered out an imprisonment of six years and a half, by command of the French governor, De Caen. On his return to his native land in October 1810, he was promoted to the rank of post captain by commission, bearing the date of May 7, of that year. About the beginning of 1811, Capt. Flinders received orders to undertake the publication of his voyage, which, after immense labour and mental exertion, coupled with privation of needful bodily exercise, and curtailment of rest and ease, he, fortunately for science, completed. But an organic disease, of a chronic character, engendered by the early hardships of his professional life, and finally rendered fatal by the improper regimen induced by his literary avocations, terminated his existence. He died at the age of forty years, on July 19, 1814, a few days prior to the appearance of his elaborate publication.

FOLEY, Adm. Sir Thos. This officer commanded the *Britannia* armed ship, at New York, in 1782, and afterwards the *Atalanta* sloop, on the same station. He was promoted to post rank, September 21, 1790, and at the commencement of the war, in 1793, was appointed to command the *St. George*, 98, bearing the flag of Rear-Adm. Gell. On his passage to the Mediterranean, he assisted at the capture of the *St. Jago*, a Spanish register ship, laden with specie. Early in the ensuing year, Rear-Adm. Gell being obliged to return to England, by the precarious state of his health, Sir Hyde Parker hoisted his flag in that ship, Capt. Foley still continuing to command her. On March 14, 1795, at the capture of the *Ca Ira*, 80; and *Censeur*, of 74 guns, the *St. George* had 4 k. and 14 w. On February 14, 1807, in the memorable battle off Cape St. Vincent, he bore a distinguished part, as captain of the *Britannia*, of 100 guns, carrying the flag of the late Sir Charles Thompson. In July he removed into the *Goliath*, 74; and on the glorious first of August, in the following year, led the British fleet into action, in Aboukir Bay, the particulars of which will be found narrated under the article *NILE*. In this dreadful conflict the *Goliath* had 21 k. and 41 w. The *Goliath* was subsequently employed at the blockade of Malta. In 1800 Capt. Foley commanded the *Elephant*, 74, attached to the Channel fleet. In the spring of 1801 he was ordered to the *Cattegat*, to join Sir Hyde Parker, and in the action with the Danes, before Copenhagen, April 2, the *Elephant* carried the flag of Lord Nelson. In this battle she had 10 k. and 13 w. In August he returned to England, and the *Elephant* was soon after put out of commission. In October 1807, he received the honourable appointment of a colonelcy of royal marines, and on April 28, 1808, was promoted to the rank of rear-admiral. Early in 1811 he was appointed commander-in-chief in the Downs, which office he held till the conclusion of the war. He was advanced to the rank of vice-admiral August 12, 1812; nominated a K. C. B. Janu ry 2, 1815; received the insignia of a G. C. B. May 16, 1820; and attained the rank of full admiral, May 27, 1825. Sir Thomas Foley received the gold medal for the general action of February 14, 1797, and that of August 1, 1798.

FOOTE, Vice-Adm. Edw. J. at the commencement of the war with France in 1793, was appointed to the command of the *Thorn* sloop;

sloop; and on June 7, 1794, obtained post rank. Towards the latter end of the year Capt. Foote was appointed to the command of the *Niger*, of 32 guns, and in that ship assisted at the capture of a French convoy on May 9, 1795. In the following year, on April 27, he destroyed *L'Ecurieul*, of 18 guns and 105 men, near the Penmarks. The *Niger* afterwards proceeded to the Mediterranean, and was present at the glorious battle off Cape St. Vincent, on February 14, 1797. His next appointment was to the *Seahorse*, of 36 guns, and after cruising for some months off the coast of Ireland, he returned to the Mediterranean station. On May 27 in the following year, after a long chase, and close action of eight minutes, he captured *La Sensible*, a French frigate, of 36 guns and 300 men, of whom 18 were killed and 37 wounded; the *Seahorse* had 2 k. and 16 w. In 1799, during the absence of Lord Nelson, he blockaded the Bay of Naples from May 22 until June 24, when his lordship returned. Early in May he escorted their Sicilian majesties from Palermo to Naples. In the latter end of this month the *Seahorse* parted her cables in Leghorn Road, and drove ashore, which caused her to return to England. During the summer of 1800, Capt. Foote was in attendance on their late majesties at Weymouth, and afterwards escorted a fleet of East Indiamen to Calcutta, at which place he arrived in January 1802. He returned to England in October, and the *Seahorse* was soon after put out of commission. In February 1804 he was appointed to the command of the *Princess Augusta* yacht, and in July 1806 was removed into the *Royal Charlotte* yacht, which he retained until he was promoted to the rank of rear-admiral, August 12, 1812. He was soon afterwards appointed second in command at Portsmouth, which office he held until February 1815. He attained the rank of vice-admiral July 19, 1821.

FORREST, Capt. T. See BALTIC STATION, July 25, 1809.

FOUL POINT, on the island of Madagascar. The French establishment at this place surrendered on capitulation to the *Crescent*, 36, Capt. J. W. Spranger, accompanied by the *Braave*, 40, A. Todd, and *Sphinx*, 20, H. F. Coffin, and was destroyed in January 1797. It was ceded to France at the peace of Amiens, March 27, 1802.

FRANCE. Lieut.-Gen. Sir J. Hope, in concert with Rear-Adm. Penrose, availed himself of an opportunity which offered on February 23, 1814, to cross the Adour below Bayonne, and to take possession of both banks of the river at its mouth. The vessels destined to form the bridge could not get in till the 24th, when the difficult, and at this season of the year, dangerous, operation of bringing them in was effected with a degree of gallantry and skill seldom equalled. Capt. O'Reilly, and Lieuts. Cheshire, Douglas, and Collins, of the royal navy, and also Lieut. Debenham, agent of transports, rendered themselves conspicuous by their useful services on this occasion. The result of these joint operations was the investment of Bayonne, St. Jean Pied de Port, and Navarons, and the possession of all the great communications across the river, after having beaten the enemy, and taken their magazines. In the passage of the Bar, off Bayonne, some casualties occurred: Capt. Elliot, of the brig *Martial*, was drowned; also Mr. H. Bloya, master's mate of the brig *Lyra*, leading the passage; likewise 11 seamen. Mr. Norman, surgeon, was killed; 1 seaman and 1 artilleryman badly wounded; 3 transport-boats lost, number

ber of men unknown; and 1 Spanish *chasse marée*, the crew of which perished in an instant.

FRANKLIN, Capt. John, is a native of Spilsby in Lincolnshire; he was born in the year 1736, and at the age of fourteen first entered the navy as midshipman, and was on board the *Polyphemus*, 64, commanded by Capt. (now Adm.) Lawford, at the attack on Copenhagen under Lord Nelson, on April 2, 1801. He sailed with Capt. Flinders, in the *Investigator*, on a voyage of discovery to New Holland, on July 20, 1801. After making many hydrographical surveys, the *Investigator* proved unfit for further service, and Capt. Flinders, Mr. Franklin, and others, were ordered home in the *Porpoise*, Lieut. Fowler, which sailed in company with the *Cato*, a ship leaving Port Jackson for Bombay. In attempting a newly-discovered passage in the Strait which divides New Holland and New Guinea, on August 17, 1803, both ships struck on a coral reef, and were wrecked. Capt. Flinders and the commander of the *Cato* left the wrecks on August 26, in an open boat, arrived at Port Jackson on September 8, after a voyage of 730 miles, and a vessel was sent hence to the assistance of the crews, which arrived after the officers and people left behind had been about two months on the Wreck-reef bank. Mr. Franklin accompanied Lieut. Fowler to Canton, whence he embarked on board the East India Company's ship *Earl Camden*, Capt. Dance, and shared in the glory of defeating the French squadron, under Adm. Linois, on February 14, 1804, in the mouth of the Straits of Malacca. On returning to England he joined the *Bellerophon*, 74, Capt. Cook, and participated in the glories of the ever-memorable battle off Trafalgar, on October 21, 1805, when his commander was killed. He was made lieutenant on February 11, 1806, in the *Bedford*, and was employed on the Brazil, North Sea, and West India stations, for a period of eight years, during which time he gave many proofs of his zeal and activity, particularly in the capture of the American gun-boats on December 12, 1814, when he was slightly wounded. He was afterward appointed first lieutenant of the *Forth* frigate, of 40 guns, Capt. Sir W. Bolton.

In the spring of 1818 he was appointed to command the *Trent*, tender to the *Dorothea*, Capt. D. Buchan, and accompanied him in his arctic expedition, from which they returned in the autumn of that year. He was next appointed to the command of an overland expedition to the shores of the Polar seas, to endeavour to communicate with Capt. Parry, who had sailed for Davis's Straits. Mr. Franklin sailed from England in the *Prince of Wales* on May 23, 1819; on August 30 he arrived at York Factory, Hudson's Bay; and on September 9 set out for Cumberland House, on the Pine Island Lake, a distance of about 690 miles; and although the frost had set in very intensely, he, with a few others, pushed on for the more advanced settlement of Carlton House, on the Athabasca Lake, leaving some of his travelling companions at Cumberland House. He reached Fort Chepewyan, on the Athabasca Lake, March 26, 1820, after a dreary journey of 815 miles, performed in snow shoes. Having been joined by the rest of his party, he again set out towards the object of the expedition, and arrived at the Coppermine River on July 1, from whence he descended to the ocean. Here Mr. Franklin and his party embarked, and sailed between 500 and 600 miles along the shore, exploring bays and inlets, and giving names to such as were unknown, as well

well as to the peninsulas and small islands which they discovered, so far as Cape Turnagain, in lat. 68 deg. 19 min. N. and long. 109 deg. 25 min. W. when, from their stock of provision being nearly exhausted, it was found necessary to return. The journey back affords one of the most dreadful tales of human misery on record; every degree of physical suffering, which the extremes of hunger and cold could inflict, was from the first experienced. However, in the course of the summer of 1831, they reached the Hudson's Bay factory, after a journey of 5,550 miles. Mr. Franklin was raised to the rank of commander on January 1, 1821, and made post captain on November 20, 1822.

Capt. Franklin, accompanied by Dr. Richardson, his former travelling companion, and others, set out again to renew his arduous task of traversing those bleak and inhospitable regions, to the northern shores of America. He sailed from Liverpool on February 15, 1825, for New York, and thence proceeded, by the Lake Erie Canal, to Lake Huron, where the party arrived on April 22.

FRASER, Vice-Adm. Alexander. This descendant of one of the most ancient families in Scotland was born in 1751; and when only nine years of age, the late Adm. Gayton, finding in the boy a desire to go to sea, took him under his protection. He was with him at the siege of Belleisle, and also in Basque Road, when the praams from the river Charente attacked the squadron off Aix. In 1777 Lord Sandwich, then at the head of the Admiralty, gave him his first confirmed commission of lieutenant, with the flattering compliment, that it was for his services in America. The appointment was to the *Hector*, and he was present in that ship in Adm. Keppel's action with D'Orvilliers July 27, 1778. In 1782 he was on board the *Panther*, in the action with the combined fleets after the relief of Gibraltar; afterwards got an exchange into the *Ruby*, 64, which, in her passage to the West Indies, after an action of forty-eight minutes, within pistol-shot, captured the *Solitaire*, of equal force, which had 38 k. and above 40 w. though the *Ruby* had none killed, and but few wounded. He became acquainted with Lord Nelson on the Leeward Island station, and their friendship continued till the death of that great officer. After being nineteen years constantly on board ship, on December 1, 1787, he obtained the rank of commander; and in April 1793, having been previously appointed to the *Savage* sloop, he was ordered by Adm. M'Bride to take the *Ferret* sloop, and a number of cutters, under his command, and proceed off Ostend: here he received a requisition from the Baron de Mylius to land, and take possession of the town and garrison, with which he complied. On July 1, 1793, he was made post in the *Redoubt*, of 20 68-lb. carronades, and sent to the same station, where, assisted by Capts. Sotheron and Halket (afterwards rear-admirals), he materially contributed to the defence of Nieuport. In December 1795, having previously commanded the *Proserpine* frigate, he was appointed to the *Shannon*, of 32 guns, and in this ship, on the Irish station, he captured four large privateers, viz. *Le Duguay Trouin*, of 24 guns, 150 men; *Le Grand Indien*, of 20 guns, 125 men; *La Julie*, of 18 guns, 120 men; and *La Mouche*, of 16 guns, 122 men. He was appointed to the *Vanguard*, 74, in January 1807, and made part of the fleet under Lord Gambier at the last attack of Copenhagen. On August 1, 1811, he was made rear-admiral of the blue; on August

12, 1812, rear of the white; in 1814, rear of the red; in 1820, vice of the blue; in 1822, vice of the white; and in 1825, vice of the red.

FREDERICK, Rear-Adm. Thos. L. was born about the year 1754; made commander in 1776; appointed post captain on July 14, 1779; and was active and useful on the American station; but the Union, to which ship he was appointed, was captured in 1780, after a most gallant resistance. He was very actively employed during the American war; and when the late war commenced, Capt. Frederick displayed an indefatigable zeal in the Mediterranean, off Toulon, in the *Illustrious*, 74, which ship was lost on a reef of rocks, near Avenza, March 14, 1795. In June he was appointed to the command of the *Blenheim* of 90 guns, and was present at the glorious battle off Cape St. Vincent, February 14, 1797. He was promoted to the rank of rear-admiral in 1797, and died in 1799. See **ST. VINCENT**.

FREMANTLE, Rear-Adm. entered early into the navy, and, after passing through the subordinate degrees of lieutenant and captain, obtained the rank of vice-admiral of the blue. Soon after this he was promoted to be commander-in-chief in the Mediterranean, which post he did not occupy more than eighteen months, having died at Naples, of an inflammation in the bowels, December 19, 1819. It is sufficient to say of him that he was the friend and companion of Nelson in many of his most brilliant actions. See **MEDITERRANEAN STATION**, March 8, 1795; **COPENHAGEN**, **TENERIFFE**, **TRAFALGAR**, and **TRIESTE**.

G.

GALPVEY, Capt. E. See **ST. SEBASTIAN**.

GAMBIER, Adm. Lord. See **FIRST OF JUNE**, **DENMARK**, and **BASQUE ROADS**.

GARDNER, Adm. Lord. This able and judicious commander was born at Uttoxeter, in Staffordshire, in 1742: his father was a lieutenant-colonel in the 11th regiment of dragoon guards, and a native of Coleraine, in the north of Ireland. Lord Gardner was in ten glorious actions, in which he displayed consummate courage, skill, and magnanimity. He entered May 1, 1755, on board the *Medway*, of 60 guns, Capt. Peter Denis, who in company with the *Eagle*, took the *Duc d'Aquitaine*, of 60 guns. He was in the *Dorsetshire*, of 70 guns, Capt. Denis, when she took the *Raisonable*, of 60 guns: he was also on board this vessel November 20, 1759, in the general engagement off Belleisle, between the English and French fleets, commanded by Sir Ed. Hawke and the Marshal De Conflans. In 1760 he was made a lieutenant, and appointed to the *Bellona*, of 74 guns, Capt. Denis. On August 14, 1761, he was present in the *Bellona*, then commanded by Capt. Robt. Faulkner, at the capture of the French ship *Le Courageux*, of 74 guns. On April 12, 1762, Lieut. Gardner was promoted to the rank of commander, and appointed to the *Raven* fire-ship. On May 19, 1766, he was made post captain. In consequence of a general peace, he had no opportunity for some years of distinguishing himself, till the American war, when being in the *Maidstone* frigate, of 28 guns, on November 3, 1778, he captured, after a severe action, the *Lion*, of 40 guns and 216 men: the *Lion* was a French ship in the merchants' employ, but equipped for war as well as for commerce, and

and had on board 1500 hogsheads of tobacco. He arrived at English harbour, in Antigua, December 22, near seven weeks after the engagement.

Capt. Gardner was appointed, shortly after his arrival at Antigua, by Vice-Adm. Byron, commander-in-chief on that station, to the Sultan, of 74 guns, in which ship he acted as one of his seconds in the action off Grenada, with the French fleet under the Count d'Estaing, on July 6, 1798. The French admiral avoided a general action; but Capt. Gardner's share in the partial one which took place was very apparent, from the Sultan having 16 k. and 39 w. a greater number than in any ship in the fleet. On the glorious 12th of April 1781, Capt. Gardner, in the Duke, 98, was second to the Formidable, the flag-ship of Sir Geo. Rodney, when he signalled himself, not only in being the first to break through the enemy's line of battle, but at one period in the action sustained, in company with the Formidable and Namur, the fire of eleven of the enemy's ships. The Duke had 13 k. and 60 w. Adm. Rodney did justice to Capt. Gardner's distinguished merits in his dispatch. In 1785 he was appointed commander-in-chief on the Jamaica station, with the temporary rank of commodore, and hoisted his broad pendant on board the Europa, of 60 guns. In his intercourse on this station he was beloved and esteemed by all who knew him. On January 19, 1790, he was appointed one of the commissioners for executing the office of lord high admiral. In 1793 he was raised to the rank of rear-admiral of the blue; and on March 6, hoisted his flag on board the Queen, of 98 guns, and sailed with a squadron of ships to the West Indies. On April 12, 1794, Adm. Sir Alan Gardner was advanced to be rear of the white.

On June 1, 1794, when there was such a general display of bravery and good conduct, Adm. Gardner was one amongst the host of heroes, and contributed his powerful efforts to the achievement of that memorable victory. On board his ship, the Queen, Capt. Hutt lost a leg, and died on July 2 following; 3 lieutenants, a midshipman, and 36 men were killed, and 67 wounded. On June 28 he was appointed major-general of marines. On July 4 he was promoted to the rank of vice-admiral of the blue. His services were particularly noticed by Earl Howe in his official dispatches. On June 1, 1796, Sir Alan was appointed vice-admiral of the white; and on the 23d he was second in command, in the action off Port L'Orient, between the fleets commanded by Lord Bridport and Adm. Villaret de Joyeuse. At the general election in 1796 Adm. Gardner was chosen one of the representatives in parliament for the city of Westminster. In the year 1797 an alarming mutiny broke out in the Channel fleet, and Sir Alan was one of the officers who contributed eminently to suppress it. On February 14, 1799, he was advanced to the rank of vice-admiral of the blue; and on August 30, 1800, he was appointed commander-in-chief on the Irish station. On December 23, in the same year, he was made a peer of Ireland, by the style and title of Baron Gardner of Uttoxeter. He died on January 1, 1809, at Bath, in the 66th year of his age. See FIRST OF JUNE.

GARTH, Capt. Thomas. See MEDITERRANEAN STATION, May 28, 1813.

GELL, Rear-Adm. See TOULON.

GENOA surrendered to the British and Sicilian land and sea forces on April 13, 1814; the former commanded by Lieut.-Gen. W. C. Bentinck,

W. C. Bentinck, and the latter by Sir J. Rowley, of the America; the British ships being a detachment from the squadron off Toulon, under the command of Vice-Adm. Sir. E. Pellew. They consisted of the America, 74; Aboukir, 74, S. Thompson; Edinburgh, 74, Hon. G. L. Dundas; Iphigenia, 36, A. King; Berwick, 74, E. Brace; Rainbow, 24, W. Hamilton; Cephalus (bg.), 18, E. Flin; Furieuse and Swallow. The army had 211 killed and wounded; and the navy 2 killed and 8 wounded. Six ships of war, and an immense quantity of ordnance and stores, were captured.

GLUCKSTADT. This strong Danish fortress, which had been several times besieged by powerful armies, but never carried, after an investment of sixteen days, and a most effectual bombardment of six, surrendered on January 5, 1814, to a division of the Crown Prince of Sweden's army, under the command of the general of division Baron de Boye, and a squadron under the command of Capt. A. Farquhar. But, in justice to the governor and garrison, Capt. Farquhar stated in his dispatch, that they defended their post as brave men, and that the cause of humanity appeared to have determined the governor to surrender. The city had suffered much by fire, as well as in deaths, and a few more days bombardment would have entirely destroyed it. On the nights of the 2d and 3d the marines and seamen landed from the squadron, had two 18 and two 32-pounders within point blank, constantly at work with red-hot shot, besides the mortar and rocket-battery, which caused immense destruction, and kept the city in constant flames. The squadron had only 2 k. and 16 w. a very small list, considering the continuance of the bombardment, and the fire from the garrison of 30 pieces of heavy artillery. There were found in the fortress 161 iron guns, mortars, howitzers, brass guns, &c. &c. with carriages to each gun, and two magazines, containing a great quantity of ammunition, stores for military purposes, &c. The squadron consisted of the following ships and vessels:—Desiree, 36, A. Farquhar; Shamrock, 14, T. Marshall; Blazer (g.-bg.), 14, F. Banks; Hearty (g.-bg.), Rose; Piercer, 14, Lieut. Kneeshaw; Redbreast, 12, Sir G. Keith, bart. and 8 gun-boats.

GOATE, Capt. See CUXHAVEN.

GORDON, Capt. Sir Jas. Alex. K. C. B. was born in the year 1782, and went to sea at a very early age. He was in the Glory, Rear-Adm. Bowyer, in the ever-memorable actions of May 29, and June 1, 1794, under Lord Howe; and was present on February 14, 1797, when Earl St. Vincent defeated the Spanish fleet, on which occasion he served in the Goliath, with Capt. (afterwards Adm.) Thos. Foley, and distinguished himself greatly. In the same ship, and with the same commander, he shared in the battle of the Nile. In 1800 he was appointed second lieutenant of the Bourdelais, of 28 guns, Capt. Thos. Manby. While convoying a small fleet to the West Indies, this ship made a very gallant defence against four French corvettes, near Madeira, of which it took one, and beat off the others. Both Capt. Manby's lieutenants (Messrs. Barrie and Gordon) are particularly mentioned as having signalized themselves. Being in charge of a prize, and obliged by stress of weather to put into a port of St. Domingo, Lieut. Gordon was, for some cause of offence, refused his parole, and imprisoned by Toussaint. During his detention he suffered considerable hardships, and was with great difficulty released by the interference of Adm. Duckworth. He served on the same station at the recommencement

ment of the war, in 1803, as first lieutenant in the *Racoon* sloop, under the late Capt. Bissell, and had frequent opportunities of distinguishing himself, as she fought two or three very gallant actions with brigs of war and heavy privateers, particularly in capturing the *Lodi*, of 18 guns and 140 men. Capt. Bissell was soon after made post in another ship; and Lieut. Gordon commander in the *Racoon*. In the year 1806 he was made post; and in 1808 being appointed to the *Mercury*, of 28 guns, he proceeded to the fleet cruising off Cadiz, in company with Capt. Murray Maxwell of the *Alceste* frigate, and the *Grasshopper* sloop, Capt. Searle. They attacked a convoy with several gun-boats, stealing along the shore under the batteries, and effectually succeeded in preventing them from gaining the port, although exposed to a tremendous fire from the batteries. Capt. Gordon was afterwards appointed to the *Active*, of 38 guns, in which he was ordered to the Adriatic, where, in March 1811, under the orders of Capt. Hoste, the *élève* of the immortal Nelson, he participated in the gallant defence made by that distinguished officer, with four frigates, two of them small, against the enemy's squadron of five heavy frigates, two corvettes, and two schooners, which, after a severe contest, he defeated, capturing two, and burning one. In December, the same year, Capt. Gordon fell in with two French frigates and a store-ship; he took one of the frigates after a severe contest, in which he lost a leg. During his command of the *Active*, all his three lieutenants were made commanders in the very short period of eighteen months. We may conclude this memoir, by saying with the Naval Chronicle of 1814, that Capt. Gordon, "though young in years, is old in renown, and has seen a great deal of very active service." In 1815 he was made a K. C. B. See MEDITERRANEAN STATION, April 4, 1808, and November 29, 1811; CAPE OF GOOD HOPE STATION, September 12, 1810; ALEXANDRIA; NEW ORLEANS; and LISSA.

GORÉ, Vice-Adm. Sir John, K. C. B. This officer was made a lieutenant about the year 1789, and served under Lord Hood, in the *Victory*, at the occupation of Toulon, in 1793. He was engaged in the destruction of the French ships and arsenal, and afterwards assisted in various services and operations on shore, at the siege of Bastia. Soon after the surrender of that place, May 22, 1794, he was made a commander into *La Fleche*, of 14 guns; and in the course of the same year succeeded Capt. Shield in the *Windsor Castle*, 98, bearing the flag of Rear-Adm. Linzee, and was confirmed in post rank November 12. In this ship he was present at the capture of the *Ca Ira* and *Censeur*, on March 14, 1795, and of the *Alcide*, on July 13 following. On the former occasion, the *Windsor Castle* had 6 k. and 31 w. He was subsequently appointed to one of the prizes, *Le Censeur*, of 74 guns (jury rigged), and ordered to England, in company with the homeward-bound trade; but on the passage home, after a most gallant defence, was unfortunately captured, the particulars of which will be found detailed under the head of HOME STATION, October 7. He soon regained his liberty, and in the summer of 1796 was appointed to the *Triton*, of 32 guns; in this ship he cruised with great success against the enemy's privateers, &c. On October 18, 1799, he assisted in the capture of the *Santa Brigida*, of 36 guns and 300 men, with treasure, of which his share exceeded £40,000 sterling. In the month of May 1801, Capt. Gore was appointed to the *Médusa*, one of the finest frigates in the service, in which ship Lord

N

Nelson's

Nelson's flag was flying at the attack upon Boulogne, in the month of August. On this occasion Capt. Gore manifested great zeal, which was duly appreciated by his lordship. During the short interval of peace that succeeded, the *Medusa* was employed cruising against the smugglers, and on the renewal of the war, in 1803, was sent to the Mediterranean, with dispatches relative to that event. October 5, 1804, he was present at the capture of three Spanish frigates, laden with specie and valuable merchandise, and the destruction of another; and in the following month he intercepted the *Matilda*, of 38 guns, from Cadiz, bound to the Rio de la Plata, with quicksilver.

On February 21, 1805, he received the honour of knighthood, and some time after conveyed the late Marquis Cornwallis to India. Soon after his return, in January 1806, Sir John was removed into the *Revenge*, of 74 guns. In June 1808 he received at Cadiz the Spanish commissioners appointed to treat with the British Cabinet, and brought them to England; and in August he quitted the *Revenge*. In the month of August 1810 Sir John was appointed to the command of the *Tonnant*, of 80 guns, and was employed in the Tagus co-operating with the army, until April 1811; the *Tonnant* was subsequently attached to the Channel fleet, and in July 1812 was paid off. Sir John was promoted to the rank of rear-admiral December 4, 1813, and soon after proceeded to the Mediterranean, with his flag in the *Revenge*; whence he returned in August 1814. He was nominated a K. C. B. January 2, 1815, and in 1818 appointed commander-in-chief in the river Medway, which office he held during the usual period of three years. On May 27, 1825, he was advanced to the rank of a vice-admiral.

GOREE, the island of, on the coast of Africa, *F.* was taken April 5, 1800, by the *Melpomené*, 44, Capt. Sir C. Hamilton, accompanied by the *Ruby*, 64, S. Ferris, and *Magnanime*, 44, W. Tayler. It surrendered to a French squadron, commanded by Mahé, on the 5th of February 1804, but was retaken by the *Inconstant*, E. S. Dickson, the following 8th of March.

GOULD, Adm. Sir Davidge, K. C. B. At the close of the American war, this officer commanded the *Pachahunter* sloop, on the Jamaica station; March 25, 1789, he obtained the rank of post captain, and during the Spanish armament, commanded the *Brune* frigate, of 32 guns, on the Leeward Island station. At the commencement of hostilities with the French in 1793, he was appointed to the *Cyclops*, 28, in which vessel he assisted at the reduction of Corsica. About the beginning of 1795 he was removed into the *Bedford*, 74, one of Vice-Adm. Hotham's fleet, and was present at the capture of the *Ca Ira* and *Censeur*, on March 14, and also at that of the *Alcide*, on July 13; on the former occasion the *Bedford* had 7 k. and 18 w. In October he removed into the *Audacious*, 74, also on the Mediterranean station, in which ship he signalized himself in the memorable battle of August 1, in Aboukir Bay; the *Audacious* having had 1 k. and 35 w. She was afterwards employed in the blockade of Malta, and at the latter end of 1800 returned to Plymouth, and was put out of commission. In March 1801 Capt. Gould was appointed to the *Majestic*, 74, attached to the Channel fleet, which ship was paid off at Plymouth, in October 1802. In May 1804 he was appointed to the command of the *Windsor Castle*, 98, which ship formed part of the Channel fleet; he remained in her until May in the following year. He was promoted to the rank

rank of rear-admiral October 2, 1807; became a vice-admiral July 31, 1810; and on June 7, 1815 was nominated a K. C. B. Sir Da-
 widge attained the rank of full admiral May 27, 1826. See NILE.

GOZA, island of, surrendered to Capt. Ball, October 28, 1798.
 See MEDITERRANEAN STATION.

GRAHAM, Capt. Edwards Lloyd, the son of Aaron Graham, Esq. well known for his integrity and vigilance as a police magistrate, was born in London. He served on board the Trident, of 74 guns, Capt. Sir Erasmus Gower, and was present at the masterly retreat of the gallant Cornwallis from a very superior French force. In January 1797 he went on board the Indefatigable, Sir E. Pellew, and was made in due time lieutenant; in 1802, he was deservedly advanced to the rank of commander, by Earl St. Vincent, who then presided at the Admiralty board. In October 1803 he was appointed to the Zephyr brig, of 10 guns; and in April 1804 he fell in with two French lugger privateers, of 16 guns each, between Beachy Head and Dieppe, both of which he ably engaged in a running fight for upwards of an hour. In May he was made post; and in July 1806, was appointed to the Vestal, of 28 guns, in which he bore a very active and distinguished part in the attacks of the enemy's flotilla at Boulogne. On June 10, 1808, the Vestal left Spithead for Newfoundland, with forty-nine royal artificers on board. On his passage home to England he captured the French privateer brig L'Intrepide, of 14 guns and 125 men. In 1811 Capt. Graham sailed, in the Alcmena frigate, for the Mediterranean; and on the capture of Lissa he was appointed governor of the island. He died in 1820. See LISSA.

GRAHAM, Capt. Thomas. See ISLE OF FRANCE. He died 1822.

GRAVES, Adm. Lord Thomas, the second son of Rear-Adm. Thomas Graves, of Thancks, in Cornwall, went to sea at a very early age, and served as midshipman till June 25, 1743, when he obtained the rank of lieutenant from Vice-Adm. Matthews. In 1754 Lord Anson made him post captain. In 1761 Capt. Graves was appointed to the important post of governor and commander-in-chief of Newfoundland and its dependencies. He distinguished himself in the retaking of St. John's. In 1775 he was appointed colonel of marines, and about the same time chosen representative in parliament for East Looe, in Cornwall. He was promoted to the rank of rear-admiral of the blue on March 19, 1779; and on September 26, soon after his arrival on the North American station, he was raised to the rank of rear-admiral of the red. After the commencement of the war with France, he was second in command under Lord Howe, in the Channel fleet. On February 1, 1793, he was advanced to the rank of vice-admiral of the red; and on April 12, 1794, to admiral of the blue. In this station he served in the Royal Sovereign, during the memorable action of June 1, in that year, and was severely wounded in his right arm. For his spirited conduct on that occasion he was rewarded with an Irish peerage; and on June 12, 1795, he was advanced to admiral of the white. He died in 1801, in the 76th year of his age, having spent nearly sixty of them in the almost uninterrupted service of his country. See FIRST OF JUNE.

GREEN, Capt. Andrew. See CUXHAVEN.

GREGORY, Rear-Adm. George. See CAMPERDOWN. He died in 1814.

GREY, Hon. Sir George, Bart. K. C. This officer is the fourth son of the late Earl Grey, K. B. a general in the army, &c. &c. He was born October 10, 1767, and at the commencement of the war with France, in 1793, was a lieutenant on board the Quebec frigate, from which he was promoted to the command of the Vesuvius bomb. On November 1, in the same year, he was made a post captain in the Boyne, 98, bearing the flag of Sir John Jervis, and served with him during the West India campaign, in the early part of 1794. Soon after his return to England, and while he was attending a court-martial in Portsmouth harbour, on May 1, 1795, the Boyne caught fire at Spithead, burnt from her cables, drifted into shallow water off South Sea Castle, and after burning about seven hours, blew up. Capt. Grey subsequently commanded the Glory, 98, forming part of the Channel fleet. In 1796 he was removed into the Victory, of 100 guns, bearing the flag of Sir John Jervis, and was present with that officer at the defeat of the Spanish fleet off Cape St. Vincent, February 14, 1797; on this occasion the Victory had 1 k. and 5 w.; when Earl St. Vincent resigned the command to Lord Keith, Capt. Grey returned to England with him, where they arrived August 18, 1799.

In the spring of 1800 Earl St. Vincent hoisted his flag on board the Ville de Paris, of 110 guns, as commander-in-chief of the Channel fleet; and Capt. Grey was appointed to the command of that ship, which he held until March 1801. He was afterwards appointed to the Princess Augusta yacht, in attendance on the royal family at Weymouth. Early in 1804 he succeeded Sir Isaac Coffin, as commissioner of Sheerness Dock-yard, from whence he afterwards was removed to that at Portsmouth. In June 1814, his present majesty (then on a visit to the fleet at Spithead, in company with the allied sovereigns) presented commissioner Grey with the patent of a baronetcy; and on May 20, 1820, he nominated him an extra K. C. B.

GRINDALL, Vice-Adm. Richard, K. C. B. See HOME STATION, June 23, 1795; and TRAFALGAR. He died in 1820.

GUADALOUPE. This valuable island surrendered to the British arms on February 5, 1810. Lieut.-Gen. Sir George Beckwith commanded the land, and Vice-Adm. the Hon. Sir A. Cochrane, the naval forces. This important conquest was effected in the short space of nine days, and with a loss comparatively small, from the nature of such a service. The army, as usual, distinguished itself, as did the navy, where its co-operation was required. The conduct of the York Rangers was however particularly marked, under the command of Major Henderson, as being of a very brilliant and decisive nature. Com. Ballard, and Capts. Stanfield, Elliot, and Flin, with detachments of seamen, were attached to the second division of the army, and Com. Fahie, and Capts. Dilks and Dowers, to the first division. From the nature of the service, however, the seamen could not be much employed in actual hostilities against the enemy; but their exertions were highly meritorious in conveying howitzers, field-pieces, ammunition, provisions, &c. to the troops. The enemy had from 500 to 600 killed and wounded, and about 1300 made prisoners—300 in the hospital, and 850 deserted and dispersed about the country. The British army amounted to between 6000 and 7000 men, and had about 300 killed, wounded, and missing. The French commander-in-chief was Enrouf. See LEEWARD ISLAND STATION, February 3, 1794.

HALLOWELL,

H.

HALLOWELL, Vice-Adm. Sir Benjamin, K. C. B. was made a lieutenant into the *Alcide*, 74, August 31, 1781, five days previous to the partial action off the Chesapeake. He was subsequently removed into the *Alfred*, and was in the actions of January 25 and 26, 1782, at the anchorage in Basseterre Road. He was in the battle of the 9th, and glorious victory of April 12 following, and also at the capture of two ships of the line, one frigate, and a corvette, in the Mona Passage, on the 19th of the same month. He was made a commander in 1791, and at the commencement of the war with the French Republic in 1793, commanded the *Camel* store-ship, on the Mediterranean station, from which ship he was made post on August 30, 1793. Capt. Hallowell commanded the *Robust*, 74. At the siege of Bastia he had the command of the flotilla, and subsequently served on shore as a volunteer under Nelson at the reduction of Calvi. He was afterwards appointed to the *Lowestoffe* frigate, and removed from that ship to the *Courageux*, 74, which ship formed part of the fleet under Vice-Adm. Hotham, when that officer encountered the enemy off the Hieres islands, July 13, 1795. On December 19, 1796, whilst Capt. Hallowell was attending a court-martial in Gibraltar Bay, the *Courageux* parted her cables in a violent gale of wind, and was wrecked against the steep shore of Ape's Hill: 124 of the crew were saved. In the memorable action off Cape St. Vincent, February 14, 1797, he served as a volunteer on board the *Victory*. Capt. Hallowell was next appointed to the *Lively* frigate, and afterwards to the *Swiftsure*, 74, which ship formed part of Sir Horatio Nelson's squadron at the capture and destruction of the French fleet in Aboukir Bay, August 1, 1798, on which occasion that ship had 7 k. and 22 w. On the 8th of the same month Capt. Hallowell took possession of Aboukir Island; on the 10th he chased and captured *La Fortune* corvette, of 16 guns. He afterwards, by his skill and intrepidity, rendered great assistance to the allied forces in the Bay of Naples, and on the coast of Rome, for which he received the Neapolitan Order of St. Ferdinand and of Merit, and a box, with the royal cipher set in diamonds, from the Sicilian monarch. The *Swiftsure* was subsequently employed in various services until June 24, 1801, at which time she fell in with a squadron of the enemy, consisting of four ships of the line, under Rear-Adm. Ganteaume, two of which he engaged for an hour and seven minutes, and then reluctantly struck his colours: he was honourably acquitted of all blame on this occasion by a court-martial.

During the short peace Capt. Hallowell was commander-in-chief on the coast of Africa, and had his broad pendant in the *Argo*, 44. On the renewal of hostilities with France he joined Sir Samuel Hood on the Leeward Island station, and formed part of his squadron at the reduction of St. Lucia and Tobago in June, 1803, and was sent to England with the dispatches. Early in 1804 he proceeded to Aboukir, with Elfi Bey, a chief of the Mamelukes. In the ensuing summer he returned with the homeward-bound trade to England, and was immediately appointed to the *Tigre*, of 80 guns.

Capt. Hallowell commanded the naval part of the expedition against Alexandria in the spring of 1807, which place surrendered

March 20. He was afterwards employed in watching the port of Toulon; and October 25, 1809, in company with a squadron under Sir George Martin, drove on shore three French ships of the line and a frigate, near the mouth of the Rhone. On October 30 he commanded a detachment from Lord Collingwood's fleet, at the capture and destruction of an enemy's convoy in the bay of Rosas, under the protection of the Castle of Rosas, Fort Trinity, and several newly-erected batteries.

On July 31, 1810, Capt. Hallowell was nominated a colonel of royal marines; and on August 1, 1811, he was promoted to the rank of a rear-admiral. He hoisted his flag in the *Malta*, and in the beginning of 1812, again went to the Mediterranean, where he remained until the conclusion of the war. On January 2, 1815, he was created a K. C. B. and subsequently was appointed commander-in-chief on the Irish station, which situation he held during the period of three years; and in the summer of 1821 succeeded Sir John Gore as commander-in-chief in the river Medway, which command he also retained during the customary period. Sir Benjamin attained the rank of vice-admiral August 12, 1819. See MEDITERRANEAN STATION, March 5, August 10, 1794; June 19, 1801; October 25, 1809; EGYPT, NILE, and ST. LUCIA.

HALSTED, Vice-Adm. Sir Lawrence William, K. C. B. was a lieutenant in the *Canada*, 74, in the memorable action between Sir G. B. Rodney and the *Count de Grasse*, April 12, 1782. In the Russian armament, 1791, he commanded the *Atalanta* sloop in the East Indies. He was made post on May 31 in the same year; and early in 1794 was appointed to the *Hector*, 74, bearing the flag of Rear-Adm. Montague, with whom he removed into the London. He subsequently commanded the *Venus* frigate; and in the spring of 1796 commanded the *Phoenix*, a 36-gun frigate, on the North Sea station, under the orders of Adm. Duncan. On May 12, after a brisk action of twenty minutes, he captured the Dutch frigate *Argo*, of 36 guns and 236 men, 6 of whom were k. and 28 w.; the *Phoenix* had 1 k. and 3 w. The *Phoenix* was afterwards stationed on the coast of Ireland, where she captured several privateers. In the summer of 1800 she was employed at the blockade of Cadiz, and from thence proceeded to the Mediterranean, where Capt. Halsted had the command of a squadron of frigates. On August 3, 1801, the squadron captured the *La Carriere* French frigate, of 40 guns and 356 men; and on the 2d of the following month chased on shore two other frigates, namely, the *Success*, formerly British, which struck her colours without resistance, and was got off; and the *Bravoure*, of 46 guns, which was totally lost. Capt. Halsted returned to England in June 1802. Early in 1805 he was appointed to the command of the *Namur*, and November 4 assisted at the capture of the four French line of battle ships that had escaped from the battle of Trafalgar. On this occasion the *Namur* had 4 k. and 8 w.

In December 1807, when the late Sir Charles Cotton was appointed commander-in-chief on the Lisbon station, Capt. Halsted served under him as captain of the fleet; and on the coast of Portugal, during a tedious blockade, his energy and zeal were eminently conspicuous and exemplary. He returned to England with Sir Charles Cotton in December 1808. Capt. Halsted was promoted to the rank of a rear-admiral July 31, 1810; vice-admiral June 4, 1814, and nominated a K. C. B. January 2, 1815. See

HOME

HOME STATION, May 12, 1796, and November 4, 1805; MEDITERRANEAN STATION, August 3, and October 2, 1801.

HAMILTON, Vice-Adm. Sir Charles, Bart. was born in 1767, entered the naval service on board the *Hector*, 74, commanded by his father, in 1776, and was thence removed to the Royal Academy at Portsmouth, in August 1777, where he continued about two years. He was made a lieutenant into the *Tobago* sloop, on the Jamaica station, and commander into the *Scorpion*, at Antigua. He was promoted to the rank of post captain, November 22, 1790. At the commencement of the war with France in 1793, Capt. Hamilton was appointed to the *Dido*, of 28 guns. In this ship he captured a French privateer in the North Sea, and afterwards proceeded to the Mediterranean under the orders of Lord Hood. He was actively employed at the reduction of Corsica in 1794. In July this year he was removed into the *St. Fiorenzo*, of 36 guns, and soon after into the *Romney*, 50, in which ship he returned to England. In April 1795 he commissioned the *Melpomene* frigate, of 40 guns, in which ship he was constantly employed on various active services during the space of seven years and several months, and captured nearly fifty of the enemy's vessels of different descriptions. In the autumn of 1799 he accompanied Vice-Adm. Mitchell on an expedition against the *Helder*, and had confided to his care a division of about 80 sail of transports: after the troops had been landed, he proceeded with the vice-admiral to the *Vlieter*, where the Dutch squadron, commanded by Rear-Adm. Storey, surrendered to the British arms. He afterwards blockaded Amsterdam for the space of seven weeks, in *schuyts* and boats; and on a convention being entered into between his Royal Highness the Duke of York and the French General Brune, for the evacuation of Holland by the allied forces, he returned to England, and received the thanks of Parliament in common with the other officers employed in the expedition.

In February 1800 Sir Charles Hamilton was appointed to the chief command on the coast of Africa, having the *Magnanime*, 48, under his orders. On his arrival at *Porta Praya*, with the trade under his protection, he took the *Ruby*, 64, under his orders, and having arrived before *Goree*, by a successful stratagem he obtained possession of that island. On his second voyage to the African station, the boats of the *Melpomene* destroyed within the bar of Senegal, the *Senegal* French brig, of 18 guns: he afterwards proceeded to the West Indies, where he continued till July 1802, during part of which time he acted as commissioner of the naval yard at Antigua. In November 1803 he was appointed to the *Illustrious*, 74, attached to the Channel fleet: he subsequently commanded a division of sea fencibles, the *Temeraire*, 98, and the *Tonnant*, of 80 guns. In 1809 he was nominated to a colonelcy of royal marines; and on August 1, 1810, was promoted to the rank of a rear-admiral, and appointed commander-in-chief in the River Thames, which situation he held until near the conclusion of the war. Sir Charles was advanced to the rank of vice-admiral June 4, 1814. In 1818 he was appointed governor of Newfoundland, and commander-in-chief on that station, from whence he returned to England, November 1, 1822. See *CORSICA*, 1794.

HAMILTON, Rear-Adm. Sir Edward, Bart. K. C. B. was born March 12, 1772, and at the age of seven went to sea with his father, who then commanded the *Hector*, of 74 guns, in which

and in the *Ramilies* he served till 1781. On the return of peace he was sent to school to complete his classical education. In 1787 he went again to sea, and served till 1790 in the *West Indies*. In 1793 he was appointed one of the lieutenants of the *Dido*, commanded by his brother; served at the siege of *Bastia*; commanded in person on shore, at the siege of *Girillatte* (a strong post held by the French near *Calvi*), and after an incessant fire of thirteen days, obliged the garrison to capitulate. In 1796 he was promoted to the rank of commander; in the following year he was made post, and appointed to the *Surprise*, of 24 guns and 197 men. Between 1798 and 1800 he was constantly employed in the most active service, and captured, burnt, sunk, or otherwise destroyed, more than eighty of the enemy's armed vessels and merchant ships. He was knighted, and honoured with the naval gold medal in 1800, for his gallant and intrepid conduct in cutting out of *Porto Cavallo*, the *Hermione*, of 44 guns and 392 men, in which action he was wounded in six places. In 1801 he commanded the *Trent*, of 36 guns, and displayed great skill and nautical abilities; but having unfortunately, in the year 1802, treated the gunner of the ship with much cruelty, which being proved in evidence before a court-martial, he was sentenced to be dismissed the service; but was restored to his rank the same year. On January 2, 1815, he was nominated a K. C. B. and created a baronet December 8, 1818. He was promoted to the rank of rear-admiral July 19, 1821. See JAMAICA STATION, October 25, 1799.

HAMOND, Capt. G. E. See COPENHAGEN.

HANCOCK, Capt. John. See HOME STATION, May 17, and October 3, 1804.

HARDINGE, Capt. George Nicholas, was born April 11, 1781, at Kingston-upon-Thames. George Hardinge, Esq. late one of the judges in Wales, and her Majesty's attorney-general, was his uncle and patron. He first served under Capt. C. Tyler, who went with Lord Hood into the Mediterranean: he was transferred to *La Minerva*, 40, which had been captured, sunk, and, chiefly by his exertions, weighed up again. In 1795 he was in the action between Sir William Hotham's fleet and that of the French. He was in the *Theseus*, Capt. Miller, who perished at the siege of *Acre*, by the explosion of his ship, and as young Hardinge was going to the cabin, a few steps further would have proved equally fatal to him. During this memorable siege, he commanded a gunboat, and was honoured with public thanks by the hero of that brilliant service: he received his commission as lieutenant when off *Alexandria*, and was afterwards in the celebrated action with the *Guillaume Tell*. In May 1802 he was made master and commander, and appointed captain of the *Terror* bomb in March 1803. In September following, he evinced his valour, skill, and judgment, under that accomplished and most able officer, Sir James Saumarez. He captured the Dutch sloop of war *Atalanta*, under circumstances of such heroism, ability, and persevering spirit, that he was expressly made a post captain for it, and obtained a sword of a hundred guineas value, the almost immediate gift of the committee at Lloyd's. In March 1808 Capt. Hardinge, being off *Ceylon* in the *St. Fiorenzo*, had three actions with *La Piedmontaise*, of 50 guns, in the last of which he lost his life, but the ship was captured. The *St. Fiorenzo* had 18 k. and 25 w.; *La Piedmontaise* 48 k. and 120 w. In testimony of the zeal, courage, and perseverance of

Capt.

Capt. Hardinge, manifested by him on divers occasions, his Majesty conferred upon his relations a new armorial bearing, to commemorate for ever the conduct and glory of this brave officer. See HOME STATION, September 12, 1803, March 31, 1804; and EAST INDIA STATION, March 8, 1808.

HARDY, Rear-Adm. Sir Thomas M., K. C. B. After serving in the subordinate gradations of midshipman and master's mate, with great credit, Mr. Hardy was appointed a lieutenant of La Minerve, in the early part of the war with the French republic. On May 28, 1797, he cut out the French brig La Mutine, of 14 guns and 130 men, from under the batteries of Santa Cruz, with the boats of La Minerve and Lively. Earl St. Vincent, as a reward for his dashing conduct on this occasion, made him a commander in the prize. Capt. Hardy accompanied Sir Horatio Nelson to Egypt, and immediately after the defeat of the French fleet on August 1, 1798, he was made post into the Vanguard, 74, bearing the flag of his heroic chief; Capt. Berry, of that ship, having been sent off with the official account of the victory. His commission was confirmed October 2, 1798. Towards the end of the year, King Ferdinand of Naples and his court embarked in the Vanguard for a passage to Palermo. He soon afterwards removed into the Foudroyant, 80, with Nelson, and continued to command that ship until October 12, 1799, when Capt. Berry having joined from England, he was appointed to the Princess Charlotte frigate, of 40 guns. On his return from the Mediterranean, he was introduced by letter to Nelson's august friend, the Duke of Clarence, "as an officer of the most distinguished merit." Capt. Hardy subsequently served as flag captain to Lord Nelson, in the Namur, San Josef, St. George, and Elephant, the latter forming part of the fleet destined to dissolve the northern confederacy. The particulars of the sanguinary battle have already been given under the head COPENHAGEN. He subsequently commanded the Isis, of 50 guns; and in the spring of 1802 conveyed H. R. H. the late duke of Kent to Gibraltar. In the month of July, this year, he was appointed to the Amphion frigate.

On the renewal of hostilities in 1803, Lord Nelson being appointed commander-in-chief in the Mediterranean, sailed for that station in the Victory, accompanied by Capt. Hardy, in the Amphion, and on his arrival off Brest, shifted his flag to that frigate, where it remained till he was rejoined by the Victory off Toulon, at the latter end of July. From this period Capt. Hardy was his constant companion. On the ever-memorable battle off Trafalgar, on October 21, 1805, Capt. Hardy greatly distinguished himself, particularly after the heroic Nelson had received his mortal wound, as that lamented hero would not resign his command while he had life. On this occasion the Victory had 57 k. and 75 w. and received eighty-six shot between wind and water. After the Victory had been repaired at Gibraltar, Capt. Hardy returned to England in her, with the body of Lord Nelson, and arrived at St. Helens December 4: from Spithead she proceeded to the Thames. On January 9, 1806, Capt. Hardy attended the funeral, and bore the banner of emblems before the relations of the deceased. In the following month he was created a baronet of Great Britain; and in May was appointed to the Triumph, 74, employed on various services.

In August 1812 Sir T. M. Hardy obtained the command of the Ramilies,

Ramilies, 74, and proceeded to join the fleet on the coast of North America. During the summer of 1813 he commanded a squadron employed off New London, watching two frigates and a sloop of war belonging to the United States. In the latter end of 1814 the Ramilies formed part of the squadron under the orders of Sir Alexander Cochrane, at the mouth of the Mississippi. January 18, 1815, Sir Thomas was nominated a K. C. B. and in June 1816 he obtained the command of the Princess Augusta yacht. On November 30, 1818, he was appointed to the Superb 78, and on the following year hoisted a broad pendant, as commodore of the squadron employed in South America, where he remained protecting the British trade until the beginning of 1823. He was promoted to the rank of a rear-admiral May 27, 1825.

HARGOOD, Vice-Adm. Sir William, K. C. B. This officer was made a post captain November 22, 1790, and was some time after appointed to the *Hyæna*, of 24 guns, and 160 men, on the Jamaica station, in which ship he was captured by the French frigate *La Concorde*, of 40 guns and 320 men, on May 27, 1793. He subsequently commanded the *Iris* frigate, the *Leopard*, of 50 guns, the *Nassau*, 64, and the *Intrepid*, of the same force, in which ships he was employed on various stations until the termination of hostilities. Towards the end of 1803, Capt. Hargood was appointed to the *Belleisle*, of 80 guns, forming part of the fleet under Lord Nelson. On the ever-memorable 21st of October 1805 he particularly distinguished himself: the *Belleisle* was opposed to two of the enemy's ships, and lost all her masts about an hour after the commencement of the battle; nevertheless Capt. Hargood, by the use of his sweeps, brought her broadsides to bear on his antagonists, so as to keep an effective fire upon them: the *Belleisle* had 33 k. and 93 w. On September 14, 1806, being off Cape Henry, in company with the *Bellona* and *Melampus*, he captured and destroyed *L'Impetueux*, a French ship, of 74 guns and 670 men, under jury-masts, the particulars of which are detailed under the head **AMERICAN STATIONS**. In October 1807 Capt. Hargood was appointed to the *Northumberland*, 74, and at the general promotion, April 28, 1808, was nominated to a colonelcy of royal marines. He commanded a squadron in the Adriatic until his promotion to the rank of rear-admiral, July 31, 1810. In the month of October he hoisted his flag on board the *Gladiator* at Portsmouth, and superintended the harbour duty at that place until March 1813, when he was appointed to the command at Guernsey, Jersey, &c. On June 4, 1814, he attained the rank of a vice-admiral; and on January 2, 1815, was nominated a K. C. B.

HARPER, Capt. John. See **CATTARO**.

HARVEY, Adm. Sir Eliab, K. C. B. This gentleman entered the naval service in 1771 as midshipman, in the *William and Mary* yacht, was thence removed to the *Orpheus* frigate, and afterwards to the *Lynx*; subsequently he was with Lord Howe in the *Eagle*, 74, on the coast of North America, with whom he returned to England in October 1778; and soon after was promoted to the rank of lieutenant. He was made a commander into the *Otter* brig; and on January 20, 1783, was advanced to post rank by the express command of his late majesty. During the Spanish armament in 1790, he commanded the *Hussar* frigate. At the commencement of the French war, in 1793, Capt. Harvey was appointed to the *Santa Magaritta*, a fine frigate, in which he assisted at the reduction of Martinique

Martinique and Guadaloupe, in February, March, and April, 1794. On August 23 of this year he assisted at the destruction of the *Volontaire*, French frigate, of 40 guns, near the Peumarks. He subsequently commanded the *Valliant*, 74; and in the spring of 1798 was appointed to command the Essex district of Sea Fencibles; and afterward the *Triumph*, 74, attached to the Channel fleet, where he continued until the conclusion of the war. On the renewal of hostilities in 1803, he was appointed to command the *Temeraire*, 98, in which ship he particularly distinguished himself at the ever-memorable battle of Trafalgar, October 21, 1805. The *Temeraire* had on that occasion 47 k. and 76 w. At the general promotion that took place on November 9 following, Capt. Harvey was promoted to the rank of a rear-admiral; and in the ensuing spring hoisted his flag on board the *Tonnant*, of 80 guns, attached to the Channel fleet, under the orders of Earl St. Vincent. Previous to his sailing he attended the funeral of his late heroic chief, Lord Nelson. He continued to serve in the Channel fleet until the early part of 1809, at which time a serious misunderstanding took place between him and Lord Gambier, who at that time held the chief command. He was promoted to the rank of vice-admiral July 31, 1810, nominated a K. C. B. January 2, 1815, and made a full admiral August 12, 1819.

HARVEY, Capt. John, was born at Elmlton, in Kent, on July 9, 1740, and at the age of fifteen went to sea with Capt. Brett of the *Falmouth*, 50 guns. When only seventeen, by his quickness of mind and watchful observation, he saved the ship from being lost on the Goodwin Sands, which must otherwise have been the consequence, from a mistake of the pilot. On September 18, 1766, he was confirmed in his rank of lieutenant, which had been provisionally given him by Adm. Francis Holbourne, and appointed to the *Hornet* sloop. In June 1768 he was made commander; and in September 1777 was made post, and appointed to the *Panther*, of 60 guns. He distinguished himself in 1780 in Gibraltar Bay, by his daring spirit and activity in assisting to rescue and tow back into safety some ships which a strong current had driven within gunshot of the Spanish forts. During the night of June 6 he frustrated, by his resolute and skilful conduct, a well-concerted effort made by the Spaniards to destroy by fire-vessels the British ships in the bay and the mole; and he effected this arduous task by ordering all boats out to grapple the former, and tow them ashore. He was sent in November following to the West Indies, and was present at the capture of St. Eustatia. In 1782 he was appointed to the *Sampson*, 64 guns. In the ensuing spring he was in the fleet commanded by Lord Howe destined for the relief of Gibraltar. On February 7, 1793, he was appointed to the *Brunswick*, of 74 guns; and on May 29, and June 1, 1794, he performed prodigies of valour; but being desperately wounded, he survived only to reach Portsmouth, where he died, on June 30. The House of Commons has erected a monument to his memory in Westminster Abbey. See FIRST OF JUNE.

HARVEY, Adm. Sir Henry. This gentleman was made K. B. and admiral of the white. He died December 28, 1810, in the seventy-sixth year of his age. See FIRST OF JUNE.

HARVEY, Capt. Thomas. See CONSTANTINOPLE.

HAYES, Capt. John. See NORTH AND SOUTH AMERICAN STATIONS, January 15, 1815.

HELIGOLAND

HELIGOLAND surrendered by capitulation on September 5, 1807, to the squadron under Vice-Adm. T. M. Russel.

HENDERSON, Capt. See ISLE OF FRANCE.

HENNIKER, Capt. M. J. See HOME STATION, October 8, 1804.

HERBERT, Hon. Capt. C. See HOME STATION, April 9, 1799.

HEYWOOD, Capt. E. See DENMARK.

HILLYAR, Capt. James. See MEDITERRANEAN STATION, September 3, 1800; JAVA, MADAGASCAR, and NORTH and SOUTH AMERICAN STATIONS, March 28, 1814.

HOLLAND. On August 12, 1799, the first division of troops destined to take possession of the Helder, under the command of Lieut.-Gen. Sir R. Abercromby, sailed from Yarmouth Roads, with the squadron commanded by Vice-Adm. Mitchell, which was joined on the 15th by the rest of the fleet, under Adm. Lord Duncan. The squadron having been impeded by adverse winds and tempestuous weather, did not reach the coast of Holland until the 20th; and on the next day the commanders-in-chief, Lord Duncan and Sir R. Abercromby, summoned the commandant of the Helder to surrender to the British forces. Rough weather continued, and prevented the rest of the fleet from gaining the coast until the 26th, on which day it anchored along the coast, from Calands Oog to the mouth of the Texel; and at three o'clock on the next morning the troops began to land, with little opposition; but a severe conflict soon after ensued, which terminated speedily by a complete repulse of the enemy, and by cutting off the communication from the Helder, which was taken possession of on the next morning, with 13 ships of war in the Nieuwe Diepe, which were captured, as stated hereafter in the account of Dutch ships, and the naval arsenal, containing 95 pieces of ordnance. Of the conduct of the English vice-admiral, it was said by Lord Duncan—"That, in running in on an open shore, with so numerous a fleet, and in weather so very unsettled, could only be equalled by the gallantry of Sir Ralph Abercromby and his brave troops landing in the face of so formidable opposition. More unanimity and zeal were never exhibited to bring an expedition to a happy issue."

The Texel was now open, and the vice-admiral, now commander-in-chief of the English squadron, lost no time in adopting such measures as were necessary for securing the remainder of that of the enemy, which was at anchor in a line near the Vlieter; and in consequence, the British squadron, in the morning of the 30th, passed up and anchored against them, in line of battle. They were then summoned to surrender: in less than an hour the whole, twelve in number, submitted without firing a gun, and were taken possession of in the name of the Prince of Orange. The British squadron employed on this service consisted of the Glatton, 54, C. Cobb; Romney, 50, J. Lawford; Isis, 50, Vice-Adm. Mitchell and Capt. J. Oughton; Veteran, 64, A. C. Dickson; Ardent, 64, T. Bertie; Belliqueux, 64, R. Bulteel; Monmouth, 64, G. Hart; Overysse, 64, J. Bazely; Mistiloff, 66 (Russian), A. Moller; Melpomene, 44, Sir C. Hamilton; Latona, 38, F. Sotherton; Shannon, 32, C. D. Pater; Juno, 32, G. Dundas; and Lutine, 32, L. Skyner. The Ratvisan, Russian ship, and America, 64, J. Smith, grounded going in, and the squadron were thus deprived of their assistance.

His

His majesty was pleased shortly after to invest Vice-Adm. Mitchell with the Order of the Bath. A counter revolution broke out in the United Provinces, against the French, on November 15, 1813.

HOLLOWAY, Adm. John, was born at Wells, in Somersetshire, about the year 1747. He was made lieutenant in 1771. On the breaking out of the American war, he was appointed to the *Perseus*, Capt. Keith Elphinstone. He was afterwards removed into the *Preston*, of 80 guns; and was made post in 1780. He distinguished himself much in the various encounters and actions which took place during that war. When Adm. Hotham succeeded Lord Hood to the chief command in the Mediterranean, he appointed this officer captain of the fleet; he was consequently in the two engagements which took place with the French fleet, the first of which happened on the 14th of March 1795. The admiral says, in his official dispatch—"It is, however, an act of justice, to express the sense I entertain of the services of Capt. Holloway, of the *Britannia*: during a long friendship with that officer, I have had repeated proofs of his personal and professional talents, and on this recent demand for experience and information, his zeal afforded me the most beneficial and satisfactory assistance." On the 13th of July, the other action took place. Capt. Holloway was made rear-admiral in 1799; in 1804 vice; in 1807 governor of Newfoundland; in 1809 admiral of the blue; in 1810 admiral of the white; and 1820 admiral of the red.

HOME STATION, Occurrences on, 1793.—On the 1st of February of this year, upon the motion of the celebrated Brissot, the French National Convention declared war against his majesty the king of Great Britain, and the stadtholder of the United Provinces; in consequence of which orders were given for commencing hostilities, and twenty-one sail of the line, with several frigates, in addition to those before in commission, were immediately fitted for sea. On the 11th, this event was officially announced to Parliament, and his majesty's proclamation was issued for making reprisals.

On the 26th of February the first detachment of foot guards for foreign service, after having been reviewed by his majesty, embarked for Holland on board of transports at Greenwich. His Royal Highness the Duke of York, by whom they were commanded, embarked on board the *Syren* frigate, Capt. John Manley, who escorted them to Holland, and they were landed at Helvoetsluys on the 2d of March.

March 24.—The following squadron sailed from Spithead for the West Indies, viz. *Queen*, 98, Rear-Adm. Alan Gardner, Capt. J. Hutt; *Duke*, 98, Hon. G. Murray; *Culloden*, 74, Sir T. Rich, bart; *Orion*, 74, J. T. Duckworth; *Hector*, 74, George Montagu; *Hannibal*, 74, John Colpoys; *Monarch*, 74, Sir James Wallace; *Heroine*, 32, A. H. Gardner; *Iphigenia*, 32, P. Sinclair; and *Rattlesnake*, 14, A. Mouat. Of these the *Queen*, *Duke*, *Culloden*, *Monarch*, and *Heroine*, returned, and arrived at Spithead on October 1.

Early in the month of April, part of the fleet intended for the Mediterranean, &c. sailed from Spithead. This consisted of the *St. George*, 98, Rear-Adm. John Gell, Capt. T. Foley; *Boyne*, 98, W. A. Otway; *Edgar*, 74, A. Bertie; *Egmont*, 74, A. Dickson; *Ganges*, 74, A. J. P. Molloy; *Powerful*, 74, Thomas Hicks; and *Phaeton*, 38, Sir A. S. Douglas. Of these ships the *Powerful* proceeded to St. Helena,

and the St. George and Egmont to Gibraltar, but the others returned to England.

On April 14, the St. George, Edgar, Egmont, Ganges, and Phæton, as above, being off Cape Finisterre, fell in with and captured the Gen. Dumourier privateer, which a few days before had taken the Spanish register-ship St. Jago, of which they also made a recapture. The latter was sent to England under convoy of the Edgar. Her treasure of silver, &c. was conveyed to the Bank from Portsmouth in twenty-one waggons, and estimated at a million sterling.

April 15.—A squadron, consisting of the following ships, proceeded from Spithead to the Mediterranean, viz. Windsor Castle, 98, Vice-Adm. P. Cosby, Capt. W. H. Kelly; Princess Royal, 98, J. Dickinson; Alcide, 74, R. Linzee; Illustrious, 74, T. L. Frederick; Terrible, 74, Sk. Lutwidge; Inconstant, 36, A. Montgomery; and Romulus, 36, J. Sutton. These were accompanied on their way by the Vengeance, 74, Charles Thompson, which proceeded with convoy to the West Indies, and afterwards returned to Spithead in the squadron under Rear-Adm. A. Gardner, which arrived there on October 1.

In the month of May another squadron, commanded by Vice-Adm. Hotham, proceeded from Spithead to the Mediterranean, and was followed by Lord Hood, with the remainder of the fleet intended to serve under his command upon that station. The ships which sailed with the former were, the Britannia, 110, Vice-Adm. W. Hotham, Capt. J. Holloway; Colossus, 74, C. M. Pole; Fortitude, 74, W. Young; Courageux, 74, Hon. W. Waldegrave; Agamemnon, 64, Horatio Nelson; Meleager, 32, Charles Tyler; and Lowestoff, 32, W. Walseley. Those which proceeded with his lordship were, the Victory, 100, Vice-Adm. Lord Hood, Rear-Adm. Sir Hyde Parker, knt. and Capt. J. Knight; Captain, 74, S. Reeve; Bedford, 74, Robert Mann; Berwick, 74, Sir John Collins; Robust, 74, Hon. K. Elphinstone; Leviathan, 74, Hon. Hugh Seymour Conway (afterwards Lord H. Seymour); Ardent, 64, R. M. Sutton; Juno, 32, Samuel Hood; Mermaid, 32, John Trigge; Tartar, 28, T. F. Fremantle; Amphitrite, 20, A. Hunt; Tisiphone, 12, T. B. Martin; Vulcan fire-ship, 8, Lord Vis. Garlies; Conflagration fire-ship, 8, Edward Brown; Dolphin hospital-ship, 44, Lieut. James May; and Camel store-ship, 24, B. Hallowell. In the course of this month (May) Capt. Jonathan Faulknor, in the Venus frigate, engaged a large French frigate off the Azores, or Western Islands; but a larger frigate of the enemy bearing down, compelled him to relinquish the contest.

June 18.—Capt. Edward Pellew, in La Nymphe, of 36 guns and 200 men, captured, off the Start, La Cléopâtre French frigate, of 40 guns and 320 men, after a severe action of fifty-five minutes, in which the British boarded and struck the flag of La Cléopâtre. The loss of the enemy was about 60 in killed and wounded, besides the captain, Jean Mullen, killed; that of the British, 23 k. and 27 w. For his admirable conduct on this occasion, Capt. Pellew, since created a baronet, received from his majesty the honour of knighthood.

On July 14, the Right Hon. Richard Earl Howe, vice-admiral of England, sailed in the Queen Charlotte, of 100 guns, with the union-flag at the main, as commander-in-chief of the grand fleet, to cruise off Brest and in the Bay of Biscay. The fleet consisted of the

the *Queen Charlotte*, 100, Adm. Earl Howe, 1st captain, Sir R. Curtis, knt. (1st captain of the fleet), 2d captain, H. C. Christian, and Capt. John Hunter; with 15 other ships of the line, among which were the flag-ships of Vice-Adms. T. Graves and Sir Alexander Hood, K. B. and of Rear-Adms. George Bowyer and John Macbride, attended by seven frigates and two sloops.

October 20.—Capt. James Saumarez, in the *Crescent*, of 36 guns and 260 men, captured, off Cape Barfleur, La Réunion, of 36 guns and 320 men, after a severe and gallant action of two hours and ten minutes, without the loss of a man killed, or one wounded. (The *Circe*, 28, J. S. Yorke, in sight.) The enemy had 120 killed and wounded. The ship was afterwards taken into the British service, and lost December 7, 1796. See *British ships lost*, &c. Capt. Saumarez (since a baronet, knight of the Bath, and admiral), for his gallant conduct in this action, received from his majesty the honour of knighthood.

In the morning of the 24th of this month, the *Thames*, commanded by Capt. James Cotes, of 32 guns and 220 men, in lat. 47 deg. N. and long. 7 deg. W. fell in with *L'Urianne*, of 38 guns and 320 men. A close and severe action ensued, which lasted from half-past ten until two, when the Frenchman hauled off. While the *Thames* was refitting, in order to pursue the enemy, her hull, masts, and rigging, being much wounded, and having several shot between wind and water, three large French frigates hove in sight, to which Capt. Cotes, after having received a broadside into his stern, was compelled to strike, every possibility of escape having been cut off.

On October 31 a squadron of frigates, consisting of the *Quebec*, 32, Rear-Adm. John Macbride, Capt. J. Rogers; *Triton*, 28, George Murray; *Albion* (A. S.) 20, R. Mann; and *Redoubt* floating battery, 20, A. Fraser, in conjunction with the land forces under Gen. Sir Charles Grey, relieved Ostend and Nieuport, and compelled the enemy to retire from those places.

At eight in the morning of November 18, the fleet under Adm. Earl Howe, then on a cruise in the Bay of Biscay, obtained, by signal from the *Latona*, 38, Capt. E. Thornbrough, sight of a French squadron of six sail of the line, two frigates, and two sloops, to which chase was instantly given; but unfortunately, the enemy, was so far to windward, and the weather so thick and squally, that they ultimately effected their escape. At noon the *Latona* was so far ahead as to engage the two sternmost frigates, and at four *p. m.* would have cut one of them off, had not the French commodore, in a 74-gun ship, with another 74, which bore down, prevented her. These passed so near to the British frigate as to discharge their broadsides at her, but without injury. Capt. Thornbrough luffed up, returned their fire with great effect, and killed and wounded a number of their people. The *Bellerophon*, 74, Capt. T. Pasley; the *Latona*, 38, Capt. Thornbrough; and the *Phoenix*, 38, Sir R. J. Strachan, lost sight of the British fleet in the night, and found themselves on the next morning near four ships of the enemy's line; but, unsupported, it then became useless to continue the chase. The conduct of Capt. Thornbrough in particular was on this occasion above all praise; and the Admiralty signified their high satisfaction, as well of his conduct as of that of the other commanders and captains of the fleet, by a public official communication addressed to the commander-in-chief.

On November 26 Vice-Adm. Sir John Jervis sailed from Spithead with a squadron, accompanied by a fleet of transports with troops commanded by Gen. Sir Charles Grey, on an expedition against the French West India Islands. See LEEWARD ISLANDS.

December 1.—Rear-Adm. Macbride sailed from Portsmouth in the *Flora*, 36, Capt. Sir J. B. Warren, bart. with five other frigates, and several transports with troops commanded by the Earl of Moira, to assist the Royalists of Normandy and Brittany. But, having no favourable opportunity of commencing such operations as afforded a prospect of ultimate success, the enterprise was abandoned, and the ships returned to port.

1794, January 16.—The *Hind*, 28, Capt. P. C. Durham, was chased, off the Start, by six French frigates and a cutter, which the *Hind* avoided by getting close in-shore. They were again seen on the next day, near the Berry Head, and several ships were dispatched in pursuit of them; but they by that time had reached Cherbourg. In consequence, Sir J. B. Warren, in the *Flora*, 36, with three other frigates and two sloops, sailed on the 20th to cruise off that port.

On April 23, Com. Sir John Borlase Warren, in cruising with part of his squadron, namely, the *Flora*, 38; *Melampus*, 36, T. Wells; and *Arethusa*, 38, Sir E. Pellew, on the coast of France, having been driven by variable winds to the westward of Guernsey, at four in the morning discovered four sail standing out to sea upon the larboard tack, the wind S. S. W.; and as the morning began to break, it was perceptible, from their manœuvres and firing of guns, that they were ships of war. They soon after appeared in line of battle on the larboard tack, and signal was made for the British to form in succession. In his official dispatch, Sir J. B. Warren said—"We crossed each other on contrary tacks, and the enemy began the action at a considerable distance: their sternmost ship having passed over, they again tacked; but the wind changing two points in our favour, I perceived it was possible to weather them, and therefore made signal for the ships to engage as we came up, so as to prevent the enemy gaining their own shore, and to oblige them to come to a close action. I am happy to say we succeeded."

After an engagement of nearly three hours two of the ships struck. These proved to be *La Pomone* and *Le Babet*, frigates; the former of which mounted 44 guns, and the latter 20. Another frigate of the squadron, *L'Engageante*, of 38 guns, was pursued and captured in the afternoon of the same day by the *Concorde*, 36, Sir R. J. Strachan. The French squadron consisted of *L'Engageante*, 38; *La Pomone*, 44; *Résolue*, 36; and *Babet*, 22. *La Résolue* made her escape by superior sailing. The British had 11 k. and 13 w. in the three ships. The enemy had nearly 130 killed and wounded in the *Pomone* and *Babet*. The *Pomone* was supposed to be the finest frigate in the French service.

May 7.—*L'Atalante* frigate, of 38 guns, was captured by the *Swiftsure*, 74, Capt. Charles Boyles, after a chase of thirty-nine hours. On the 10th the *Castor*, 32, Capt. T. Troubridge, with fourteen vessels under her convoy for Newfoundland, were captured, near the Channel, by a French squadron of line-of-battle ships and frigates.

May 29.—The *Castor*, 32, was recaptured by the *Carysfort*, 28, F. Laforey,

F. Ladurey, after a well-fought action of seventy-five minutes. The Carysfort had 1 k. and 6 w.; the Castor 16 k. and 9 w.

June 1.—A great battle was fought between the English fleet, under Earl Howe, and the French, off Ushant. See FIRST OF JUNE.

June.—At daylight on the 8th of this month, Sir James Saumarez, in the *Crescent*, 38, accompanied by the *Druid*, 32, *Joel Ellison*, and the *Eurydice*, 20, F. Cole, employed in a cruise off Jersey, fell in with and was chased by a squadron of very superior force, consisting of two fifty-four's, two frigates, and a sloop. Sir James, in consequence, ordered the *Eurydice*, the worst sailer, to make her way toward Guernsey, whilst the *Crescent* and *Druid* following, kept the enemy at bay until the former had gotten some distance ahead; the latter then made all sail. Near Guernsey the enemy came up, and attempted to cut off the *Druid* and *Eurydice* from the shore, but were defeated in this object by the commodore, who, by a most skilful and masterly manœuvre, extricated them and himself from danger, and effected the escape of the whole. The governor of Guernsey, who, with the inhabitants, was a spectator of this occurrence from shore, expressed, in public orders, his admiration of the conduct of the commanders, officers, and seamen, of the frigates, particularly that of Sir James Saumarez, who had demonstrated, with such brilliant effect, the superiority of British seamanship.

On August 23, a squadron of frigates, under the command of Com. Sir J. B. Warren, consisting of the *Flora*, 36, Sir J. B. Warren, bart.; *Diamond*, 38, Sir W. S. Smith, K. S.; *Diana*, 38, J. Faulkner; *Arethusa*, 38, Sir E. Pellew; *Artois*, 38, E. Nagle; and *Santa Margaritta*, 36, El. Harvey, while cruising off Brest, fell in with and drove on shore on the Penmark Rocks, *La Felicité* (or *Voluntaire*), of 40 guns and 350 men; and soon after two corvettes, *L'Espion* and *Alert*, of 18 guns each. Sir Edward Pellew, who was ordered to destroy them, finding the wounded could not be removed to the frigates without danger of their perishing, humanely let them remain, to be relieved by their friends on shore. The corvettes were afterwards bilged and scuttled.

On the 3d of the ensuing month, September, Adm. Earl Howe sailed with the grand fleet from St. Helen's, on a cruise in the Bay of Biscay, and continued on that station during the winter, returning only occasionally into port to water or refit. This fleet consisted of twenty-nine ships of the line, in which were the flags of Vice-Adms. Sir G. K. Elphinstone, K. B. and the Hon. W. Cornwallis; of Rear-Adms. Sir Thomas Rich, bart.; Sir Alan Gardner, bart.; and John Colpoys. To these were added seven frigates and four sloops, &c. with a Portuguese squadron of five ships of the line and three frigates. The *Lion*, 64, Sir Erasmus Gower, with Lord Macartney and suite from his embassy to China, accompanied by the *Sampson*, 64, R. Montagu, arrived at Spithead, on September 6, with nineteen Indiamen under convoy.

October.—At daybreak in the morning of the 21st of this month, Sir Edward Pellew, cruising off Ushant in the *Arethusa*, 38, accompanied by the *Artois*, *Diamond*, and *Galatea* frigates, pursued and cut off from the land, a large French frigate. Capt. Nagle, in the *Artois*, 38, by superior sailing came up with her, when, after a gallant action of forty minutes, and seeing the other ships approaching, she struck, and proved to be *La Revolutionnaire*, a fine new
o 3 frigate

frigate of 44 guns and 370 men. His majesty, in testimony of the meritorious conduct of Capt. Nagle in this action, conferred afterwards on that distinguished officer the honour of knighthood.

November 6.—At half-past two in the morning of this day the *Alexander*, 74, R. R. Bligh (then recently promoted to the rank of Rear-Adm.), and *Canada*, 74, C. P. Hamilton, on their return from a convoy toward Portugal, fell in with, off Scilly, a French squadron, consisting of five ships of 74 guns, three frigates, and a brig, commanded by Rear-Adm. Neilly. Upon desecring this squadron, the *Alexander* and *Canada*, then steering large, with the wind at west, hauled close up to the wind; and the *Alexander*, at about four o'clock, having passed the strange ships within half a mile, again bore up and made sail. At daybreak Rear-Adm. Bligh perceived three ships of the line and a frigate in pursuit of the *Alexander*, and the rest in pursuit of the *Canada*, which had, from her superior sailing, gotten ahead, and had hauled to the northward. At half-past seven the enemy hoisted English colours, but the British shewing theirs, they exhibited their own, and began to fire bow-chase guns, which were returned. At nine the *Alexander*, observing that the French ships in pursuit of the *Canada* were drawing fast up, made signal for her to close and form ahead for mutual support; but Capt. Hamilton was unfortunately baffled in every effort made for this purpose, and compelled to resume his course. A running fight continued for near two hours, when the three line-of-battle ships in chase of the *Alexander* came up with and brought her to close action, which continued for two hours. The *Alexander* had now become a wreck, her masts were expected every moment to go over, and about 40 of her people were killed and wounded. The *Canada* had escaped, and the ships which had been in pursuit of her were now coming up; farther resistance would therefore have been useless, and her colours were consequently struck.

1795.—The earliest important event of the year 1795 was the detention of Dutch ships in British ports, which had arisen in consequence of the unfortunate state of affairs on the continent of Europe; and we find that on January 20 the *Zealand*, 64; the *Braakel*, 54; *Thoolen*, 36; *Miermin*, brig, 16; and *Pyl*, brig, 16; with nine East Indiamen and about sixty sail of other vessels, were under embargo in the port of Plymouth. On February 9, the royal proclamation was issued, authorizing all ships of war, privateers, or letters of marque, to seize and bring into port all Dutch vessels bound either to or from any of the ports of Holland, and also all neutral vessels laden with military stores bound to any port of the United Provinces. General letters of marque and reprisal were not, however, formally issued against the Dutch until September 15. In this month (January) the French fleet, under Adm. Villaret de Joyeuse, sailed from Brest harbour on a cruise. It consisted of five ships of 120 guns each, three of 80, twenty-six of 74, thirteen frigates, eight corvettes, &c. Of these, four of their line of battle ships (some accounts say six) were shortly after lost at sea, and the greater part of their crews perished.

On February 2, Com. Sir J. B. Warren sailed with a squadron of frigates to reconnoitre Brest, government having received accounts that the Brest fleet, consisting of the ships above mentioned, had sailed. Sir Sidney Smith, in the *Diamond*, was commissioned by the commodore to execute this hazardous enterprise; which he effected.

effected with great intrepidity in the evening of the 3d, in the night, and following morning, although opposed by the circumstances of wind and tide. In returning out he passed within hail of a French man of war, to whom he spoke, without suspicion of deception, so completely had he disguised his ship. Having satisfied himself that the French fleet was at sea, he then successfully made off and rejoined the squadron.

On the 14th of this month, Adm. Earl Howe proceeded to sea with the Channel fleet, consisting of thirty-five ships of the line, seventeen frigates, and eight sloops, accompanied by a Portuguese squadron of five sail of the line and two frigates, together with the following ships, employed as convoy, &c. viz. For the Mediterranean—Blenheim, 80, John Basely; Bombay Castle, 74, C. Chamberlayne; Argo, 44, R. R. Burges; Romulus, 38, George Hope; Fox, 32, P. C. Malcolm; and Camel (store-ship), 24, E. Rotherham. For the West Indies—Raisonable, 64, Rear-Adm. W. Parker, Capt. R. Parker; Medusa, 50, J. Norman; Trusty, 50, W. O'B. Drury; Regulus, 44, G. Oakes; and Dromedary, 24, Richard Hill. For Africa—Iris, 32, W. Hargood. For the East Indies—Ruby, 64, Hon. H. E. Stanhope, and Rattlesnake, 16, J. W. Spranger. For New South Wales—Reliance, 14, Com. J. Hunter, Capt. H. Waterhouse; Providence, 14, W. R. Broughton; Dædalus, 10, Lieut. Hanson; and Supply (tender), 10, Lieut. Kent. Earl Howe, having seen the convoys safe out of the Channel, and having found that the enemy's fleet had returned to port, soon after returned with the fleet to Spithead.

March 2.—Com. J. W. Payne, in the Jupiter, 50, Capt. W. Lechmere, accompanied by the Phæton, 38, Hon. R. Stopford; Latona, 38, Hon. A. K. Legge; Lark, 16, J. Rowley; Hawke, 16, G. Bowen; Martin, 16, C. Garnier; and four hired cutters, sailed from the Nore, in order to bring over her Serene Highness the Princess Caroline of Brunswick, since Princess of Wales. Rough weather impeded the voyage out, but on the 7th the squadron anchored off Cuxhaven. On the 28th her highness embarked, and on April 4 arrived off Gravesend.

On March 2 the Lively, 32, Capt. G. Burlton, acting in the absence of her commander, Lord Vis. Garlies, recaptured L'Espion sloop, which had been taken from the British; and on the 13th, after an action of three hours, he also captured La Tourterelle, of 30 guns and 250 men. The Lively had only two wounded, of whom one was Loftus Otway Bland, third lieutenant, who has since, for his meritorious conduct in this and other engagements, been promoted to the rank of post captain.

On April 10 Rear-Adm. Colpoys, cruising on soundings at the entrance of the Channel, discovered and chased three French frigates, which separated on seeing the British squadron. At ten at night the Astrea, 32, Lord H. Paulet, came up with the largest and obliged her to strike, after an engagement of fifty-eight minutes. She proved to be La Glorie, of 36 guns, 6 carronades, and 275 men. Her captain was killed in the action. La Gentille, of the same force, was taken by the Hannibal, 74, J. Markham, on the next day. La Fraternité, 40, escaped. The Cerberus, 32, and Santa Margaritta, 36, two of Rear-Adm. Colpoys's cruisers, also captured Le Jean Bart, of 18 guns, which was afterwards in the British service. On the 16th the Rear-Adm. returned to Spithead.

April

April 15.—The squadron under Sir J. B. Warren, then in La Pomone, 44, captured, off the isle of Rhé, Le Jean Bart (another corvette of that name), of 26 guns and 186 men. Off Belleisle the squadron came up with the rear of a French convoy of small vessels, took L'Expedition corvette, of 16 guns and 120 men, and burnt, sunk, and captured, several of the rest. In the course of this month, by the orders of Vice-Adm. Kingsmill, the Overysse, a Dutch 64, which had put into Bear-Haven, Ireland, was taken possession of. A Dutch East Indiaman was also detained at Cork.

On the 28th a court-martial assembled on board the Glory, 98, in Portsmouth harbour, for the trial of Capt. A. J. P. Molloy, of his majesty's ship the Cæsar, on a charge exhibited against him by Adm. Earl Howe, for not having brought up his ship, and exerted himself to the utmost of his power, in the engagements on May 29 and June 1, 1794. The court continued, by different adjournments, to sit until May 15, and having duly considered the evidence, with Capt. Molloy's defence, pronounced that the charges had been made good against him; but that on the said May 29 and June 1, as well as on many former occasions, Capt. Molloy's courage had been unimpeachable; and the court were of opinion that he should be dismissed from his majesty's ship Cæsar, and he was dismissed accordingly.

May 1.—At eleven o'clock in the morning, during the absence of the captain, G. Grey, who was attending the court-martial on Capt. Molloy, a fire broke out on board the Boyne, 98, then lying at Spithead. The signal was made for the ships most in danger to weigh. At half past one she burnt from her cables, and drifted to the Spit, opposite South Sea Castle. The flames having reached the powder-room, about six o'clock she blew up with a dreadful explosion. The cause of the accident has not been ascertained. Eleven of the crew are supposed to have perished. Her guns being loaded, went off as they became heated, and two men were thus unfortunately killed.

May 9.—A squadron of frigates, under the command of Sir R. J. Straehan, discovered some enemy's vessels running close along shore, near the island of Jersey, to which they immediately gave chase. The enemy hauled close in under a battery, which was soon silenced, and the vessels were then abandoned and taken. They consisted of eleven stout vessels, of from 80 to 200 tons burthen, laden with ship-timber and naval stores. On the 25th of this month the following squadron sailed as convoy, and to reinforce the fleet in the Mediterranean: Zealous, 74, Rear-Adm. R. Mann, Capt. C. Mason; Victory, 110, John Knight; Cumberland, 74, B. S. Rowley; Audacious, 74, W. Shield; and Defence, 74, T. Wells. With these also sailed, for the West Indies, Leviathan, 74, J. T. Duckworth; Hannibal, 74, J. Markham; and Swiftsure, 74, Charles Boyles. On the 27th, Vice-Adm. the Hon. W. Cornwallis, in the Royal Sovereign, 110, proceeded from St. Helen's, on a cruise to the westward, with four other ships of the line, two frigates, and a sloop. This squadron, on June 7, gave chase to a French squadron, consisting of three ships of the line, six frigates, and three smaller vessels, which stood in and anchored in the road of Belleisle before the British could get up. At ten o'clock in the morning of the 16th of this month, the squadron under Vice-Adm. the Hon. W. Cornwallis, then standing in with the land near the Penmarks, the Phæton frigate being ahead on the look-out, the
admiral

admiral standing after her with the rest of the squadron, signal was made by the advanced frigate to denote a fleet ahead, and afterwards that they were of superior force; signal was then made to haul the wind on the starboard tack. The hulls were now visible to leeward on a wind, and thirty were counted from the Royal Sovereign. The squadron continued collected on the same tack, and at length the enemy's force was found to be thirteen sail of the line, fourteen frigates, two brigs, and a cutter; to oppose which the British squadron consisted of the Royal Sovereign, 100, Vice-Adm. W. Cornwallis, Capt. J. Whitby; Triumph, 74, Sir E. Gower; Mars, 74, Sir Chs. Cotton; Brunswick, 74, Lord C. Fitzgerald; Bellerophon, 74, Lord Cranstoun; Phaeton, 38, Hon. R. Stopford; Pallas, 32, Hon. H. Curzon; and Kingfisher (slp.), 16, T. Le M. Goselin; in all, eight ships to cope with thirty. The enemy were to leeward of the British squadron, standing on a wind with all sail set. In the evening near half of their ships tacked in shore; and the wind coming round to the northward off the land, brought those ships to windward which had tacked, and the remainder laid up for the squadron. Before daylight in the next morning the enemy appeared upon both quarters of the squadron, as if determined to make a vigorous attack; and at about nine *a. m.* all their frigates, one excepted, were ranged abreast of and to windward of the squadron. The attack had now commenced by a line-of-battle ship on the Mars; and a frigate, which kept more to leeward than the rest, ranging up on the larboard quarter of that ship, yawed and fired her broadside, which she frequently repeated. The British remained in a close compact order; the line-of-battle ships came up in succession, and a teasing fire was kept up by them, with intervals, during the whole day, which the British returned from their stern chases, the admiral proportioning his sail to the slowest of the squadron, and edging away to support them when requisite. In the evening, the Mars having fallen to leeward, the enemy seemed disposed to make a more serious attack upon her; but the admiral bore up to her support, and they drew off. This was their last effort, and toward sun-set they bore away disgracefully and disgraced. On the next day the commander-in-chief gave thanks, in the following words, to the different ships of the squadron.

"Royal Sovereign, June 18, 1795.

"Vice-Adm. Cornwallis returns his sincere thanks to the captains, officers, seamen, and marines, of the ships of the fleet under his orders, for their steady and gallant conduct in the presence of the French fleet yesterday, which firmness he has no doubt deterred the enemy from making a more serious attack. It would give the vice-admiral pleasure to put the whole of their exertions in effect, by meeting a more equal force, when the country would receive advantage, as it now does honour, from the spirit so truly manifested by its brave men."

To this a suitable answer was returned from each ship. On the 24th the squadron returned to Torbay; and on November 10 following, the thanks of Parliament were unanimously voted to the admiral, captains, officers, seamen, and marines, for the skill, judgment, and determined bravery, displayed upon this occurrence—an occurrence which reflected as much credit upon those immediately concerned in it as the achievement of a splendid victory.

On June 12, Adm. Lord Bridport sailed from St. Helen's to the westward, with the Channel fleet, consisting of fourteen ships of the

the line, six frigates, three sloops, &c. At dawn of day on the 22d, the *Nymph* and *Astrea*, being the look-out frigates ahead, made signal for seeing an enemy's fleet. Lord Bridport, soon perceiving that it was not their intention to engage, immediately made signal for four of his best sailing ships, the *Sans Pareil*, *Orion*, *Russel*, and *Colossus*, and soon after for the whole fleet, to chase, which continued all that day and during the night, with very little wind. Early in the morning of the 23d, the headmost ships, the *Irresistible*, *Queen Charlotte*, *Russel*, *Colossus*, and *Sans Pareil*, were pretty well up with the enemy; and at a little before six the action began, which continued till near nine o'clock, and terminated in the capture of the *Alexander*, 74, *Le Tigre*, 80, and *Formidable*, 74; the rest escaped under the batteries of Port L'Orient. The enemy had between 400 and 500 men killed and wounded. The British 31 k. and 113 w. including, among the latter, Capt. Grindall, of the *Irresistible*. The British line consisted of the *Royal George*, 110, Adm. Lord Bridport, Capt. W. Domett; *Queen Charlotte*, 110, Rear-Adm. Sir R. Curtis, Capt. Sir A. S. Douglas; *London*, 98, Vice-Adm. J. Colpoys, Capt. E. Griffith; *Queen*, 98, Vice-Adm. Sir A. Gardner, Capt. W. Bedford; *Prince of Wales*, 98, Rear-Adm. H. Harvey, Capt. J. Bazely; *Prince George*, 98, W. Edge; *Barfleur*, 98, J. R. Dacres; *Prince*, 98, C. P. Hamilton; *Sans Pareil*, 80, Rear-Adm. Lord H. Seymour, Capt. W. Browell; *Orion*, 74, Sir James Saumarez; *Valiant*, 74, C. Parker; *Russel*, 74, T. Larcom; *Irresistible*, 74, R. Grindall; and *Colossus*, 74, J. Monckton.

About the middle of June, Sir J. B. Warren, having received orders to hoist his broad pendant as commodore, and an appointment to command an expedition destined for the relief of the royalists on the coast of France, sailed from the Isle of Wight with a squadron of ships of war, and fifty transports, having on board a body of several thousand emigrants, &c. commanded by French officers. The naval force consisted of *La Pomone*, 44, Com. Sir J. B. Warren; *Robust*, 74, E. Thornbrough; *Thunderer*, 74, A. Bertie; *Standard*, 64, J. Ellison; *Anson*, 44, P. C. Durham; *Artois*, 38, Sir E. Nagle; *Arethusa*, 38, M. Robinson; *Concorde*, 36, A. Hunt; and *Galatea*, 32, R. G. Keats. The commodore continued on the coast during the summer and autumn. It is scarcely necessary now to add, that the expedition on shore was attended by dreadful and irreparable misfortunes; and at length abandoned without success. In the interim, other ships, with reinforcements, had arrived on the coast, and among them the *Jason* frigate, Capt. Stirling, having on board the *Compte D'Artois*, the Duc de Bourbon, and some other French noblemen. The isles of Houat and Hedic, with the Isle de Dieu, were taken possession of; upon the latter 4000 British troops were landed, under the command of Maj.-Gen. Doyle. At the close of the year, the object being found impracticable, was abandoned, and the remaining troops, &c. re-embarked and returned to England.

July 3.—The *Melampus*, 36, Sir R. J. Strachan, and *Hebe*, 38, P. Minchin, captured off St. Maloes six sail out of thirteen French vessels, laden with military stores, which were convoyed by a ship of 26 guns, two brigs, and a lugger: one of the brigs, mounting 4 24-pounders and 60 men, was likewise captured. On the 5th of this month Vice-Adm. Cornwallis sailed from Plymouth on a cruise to the westward, in the *Royal Sovereign*, 110, with five other line-

line-of-battle ships, three frigates, and a sloop; and on the 8th, Vice-Adm. Colpoys also sailed to the westward with four ships of the line and two frigates.

July 22.—On this day the treaty of peace was signed between France and Spain. Vice-Adm. Caldwell arrived at Spithead on the 28th, in the *Blanche* frigate, from the West Indies, having been succeeded in the command on that station by Adm. Sir John Laforey, bart.

August 2.—The fleet under the command of Adm. Duncan sailed on a cruise in the North Sea. This fleet consisted of the *Venerable*, 74, Adm. A. Duncan, Capt. W. Hope; *Asia*, 64, Rear-Adm. T. Pringle, Capt. J. M'Dougall; three fifties, two frigates, and a lugger; together with a Russian squadron of twelve ships of the line, and seven frigates, of 41 guns each. On the 22d, four frigates, detached from this fleet, gave chase to two large ships and a cutter. In the afternoon, the *Stag*, 32, J. S. Yorke, came up with the sternmost, which, after a close engagement of an hour, struck, and proved to be the Alliance Dutch frigate, of 36 guns and 240 men. The others effected their escape into a harbour in Norway.

August 29.—The *Diana*, *Seahorse*, and *Unicorn* frigates, cruising off the N. W. of Ireland, captured the *Cromhout*, Dutch East Indiaman, and a South-sea whaler; and on the next day the *Unicorn* captured the *Comet* Dutch brig, of 18 guns, their convoy.

September 20.—Adm. Lord Bridport returned to Spithead with part of the Channel fleet. The rest then remained under the orders of Rear-Adm. Harvey, off the coast of France, between Brest and L'Orient. On the 30th Rear-Adm. C. Thompson returned with convoy from the West Indies.

October 7.—A convoy from the Mediterranean, escorted by Capt. T. Taylor, in the *Fortitude*, 74, with the *Bedford*, 74, A. Montgomery; the *Censeur*, 74, John Gore; the *Lutine*, 32, J. Macnamara; and the *Tisiphone*, 14, J. Turner, were attacked by a French squadron of six sail of the line and two frigates, about 83 leagues off Cape St. Vincent. Capt. Taylor made signal for the convoy to disperse, while he formed the line with the ships of war. But just as the van ship of the enemy of the line had reached within gunshot, the *Censeur* unfortunately rolled away her fore topmast, and the others being so situated as to be unable to support her effectually, the enemy's fire was chiefly directed against that ship, which, after a most gallant defence against their very superior force, being much disabled, and her ammunition nearly expended, was forced to strike, with the loss of a number of killed and wounded. About fifteen of the convoy were taken. The *Argo*, 44, R. R. Burges, and the *Juno*, 32, Lord A. Beauclerk, had sailed in company with the convoy from Gibraltar; but having parted the night following when sailing through the Strait, they, by means of the most skilful manœuvres, escaped, with thirty-two sail of merchant vessels, although twice in sight of the enemy's fleet. In consequence of the intelligence brought home by the above-mentioned ships, Vice-Adm. the Hon. W. Cornwallis, in the *Royal Sovereign*, 110, sailed at the latter end of this month in quest of the enemy, and for the protection of the homeward-bound trade: he was accompanied by six other line-of-battle ships and two frigates.

November 11.—Adm. Sir John Jervis, K. B. sailed in the *Lively*, 33, Lord Garlies, in order to assume the chief command in the Mediterranean.

Mediterranean. On the 16th of this month Rear-Adm. H. C. Christian sailed with a considerable squadron of ships of war, with 200 West Indiamen and transports, on board of which were 16,000 troops, destined for an expedition to the West Indies. But being dispersed by stress of weather, and some lost, with many of the people, in a dreadful gale, which continued to blow with increasing violence till the 18th, they were obliged to return in order to refit, and again sailed on December 9, the squadron then consisting of the *Glory*, 98, Rear-Adm. Christian, and Capt. J. Bowen; *Colossus*, 74, Rear-Adm. C. M. Pole; six other ships of the line, four fifties, and four frigates, &c.

1796.—At ten in the morning, of January 26, in a dreadful gale at S.W. the *Dutton East India* ship, which had arrived on the preceding day in Plymouth Sound, from Rear-Adm. Christian's fleet, drove to leeward, and at about twelve o'clock struck on the S.W. part of Mount Batton, and immediately after parted her cables: she then veered round with her head to the N.W. and stretched across the harbour under her fore topsail; but her rudder having been beaten off, she became unmanageable, and was driven ashore under the citadel. At half-past twelve her back was entirely broke, and she became a mere wreck. She had on board near 500 persons, including women and children, most of whom would probably have perished, had it not been for the spirit and intrepid exertions of Capt. Sir Edward Pellew, who, to his infinite honour, had himself conveyed on board by a rope extended from the ship to the shore. His presence and conduct prevented farther confusion, and by his assurance that he would be the last man to quit the ship, the utmost serenity prevailed; and in the course of the afternoon every person was safely gotten on shore, excepting three or four who perished by the falling of the masts. The ship soon after went to pieces. The corporation of Plymouth, as a testimony of their admiration of the conduct of Capt. Pellew, presented him soon after with the freedom of that borough.

At and about this time several ships of Rear-Adm. Christian's squadron, with many transports and merchantmen, continued to return to port, in consequence of tempestuous weather.

February 25.—That part of the West India convoy which had taken shelter in Cork harbour, during the prevalence of tempestuous weather, sailed thence on their passage, under the command of Capt. George Bowen, in the *Canada*, 74, accompanied by the *Dictator*, 64, *T. Totty*; *Hindoostan*, 54, *T. Bertie*; *Abergavenny*, 54, *E. T. Smith*; *Malabar*, 54, *T. Parr*; *Laurel*, 28, *R. Rolles*; *Babet*, 28, *W. G. Lobb*; *Tourterelle*, 26, *E. Fellows*; and *Beaver* (slp.), 16, *J. S. Warner*. On the 29th Vice-Adm. the Hon. W. Cornwallis sailed with the remainder of the ships and vessels bound to the West Indies. The vice-admiral's squadron consisted of the *Royal Sovereign* (flag-ship), 110, *John Whitby*; *Alfred*, 74, *T. Drury*; *Mars*, 74, *Sir C. Cotton*; *Minotaur*, 74, *T. Louis*; *Undaunted*, 32, *H. Roberts*; and *Quebec*, 32, *John Cooke*. But, on the 14th of March, the *Royal Sovereign*, having been disabled in a gale, in which she had run foul of the *Belisarius* transport, returned to Spithead.

On March 17, *Sir Sidney Smith*, in the *Diamond* frigate, with the *Liberty* brig, *Lieut. M'Kinley*, and *Aristocrate* lugger, *Lieut. Gosset*, having learned that a convoy, consisting of a corvette (named *L'Etourdie*, of 16 guns), four brigs, four sloops, and two luggers,

gers, had taken shelter in the little port of Herqui, near Cape Frelhel, proceeded thither, stood in, and attacked the enemy's batteries, which were most gallantly stormed and carried by Lieut. Pine of the Diamond, and Lieut. Carter of the marines: the first was badly wounded, the latter mortally. The vessels having been run aground, Sir Sidney ordered them to be destroyed, which was executed.

March 20.—A convoy, &c. sailed to the West Indies, under the command of Rear-Adm. Sir H. C. Christian, K. B. consisting of the following ships, viz. Thunderer (flag-ship), 74, J. Bowen; Invincible, 74, W. Cayley; Grampus, 54, J. Williamson; La Prompte, 20, George Eyre; Swallow (br.), 18, George Fowke; Albicore, 16, R. Winthrop; and Terror (bb.), 8, Hon. D. Douglas.

At day-break of the same day (March 20), the squadron of frigates, commanded by Sir J. B. Warren, consisting of La Pomone, 44, Artois, 38, Anson, 44, Galatea, 36, and Valiant lugger, being then with the Saintes bearing N.N.E. three or four miles distant, gave chase to a convoy of the enemy, consisting of seven frigates, &c. which were discovered steering in for the land. At ten *a.m.* being up with part of the merchant ships, four were captured, and given in charge of the Valiant. The pursuit continued, and the enemy, notwithstanding their superiority of force, endeavoured to avoid an action; but the British, having at length arrived within half gunshot to leeward, the two squadrons engaged, and exchanged broadsides as they passed each other on opposite tacks, and after several manœuvres on either side, the British being in close order, and having obtained the wind, signal was made to break the enemy's line by cutting off their rear ships. But as the latter bore away, making all possible sail, and standing into the narrow part of the Raz de Fontenoy, toward the rocks, it was not deemed prudent to follow, as night was approaching, and the passage very difficult. The only ship captured, besides the four merchantmen, was L'Etoile, of 30 guns and 160 men. The enemy's force consisted of La Proserpine, 44, L'Unité, 40, Le Coquille, 40, La Tamise, 32, L'Etoile, 30, Le Cygnone, 22, and La Mouche brig of 10 guns.

April 13.—The Révolutionnaire, 44, F. Cole, one of Sir Edward Pellew's squadron, captured the national frigate L'Unité, of 38 guns and 255 men. The night setting in very dark, she thought to escape the vigilance of the British captain, who by signal was directed to cut her off from the land. She struck on the second broadside, on the moment that orders were given to board her, as the ships were going at the rate of ten knots, under a press of sail, and drawing near the shore.

It has been already mentioned, that during the passage of the Royal Sovereign, 100, Vice-Adm. Cornwallis's flag-ship, toward the West Indies, a gale of wind had so disabled her, that the admiral thought it necessary to return to England. To the above circumstances might have been added the ill state of health of that eminent officer. But the lords of the Admiralty, doubting the propriety of the measure, made it the subject of investigation for a court-martial; and accordingly, on the 17th April and following days, in consequence of an order from their lordships, a court-martial was held on board the Orion, in Portsmouth harbour; president, Earl Howe, admiral of the fleet. The charges were three in number, and in substance as follows:—First, that Adm. Cornwallis, after having sailed from England for the West Indies, and proceeded a

considerable way in his voyage, did return, contrary to the orders he had received. Secondly, that not having a sufficient regard to the importance of the situation of a commander-in-chief, he omitted to shift his flag on board some other ship of his squadron, after the Royal Sovereign had been disabled, in order to proceed, as he ought to have done, to the place of his destination; but that, instead of doing so, he gave his instructions and the command of the convoy to another officer. And thirdly, that after his return, he had disobeyed another order of the board of Admiralty, by not hoisting his flag on board the *Astrea* frigate, and proceeding to the West Indies, as he had been ordered by their lordships. It appeared by the evidence that various peculiar circumstances tended to justify the conduct of the admiral; who, in a clear and able defence, stated, that with respect to the duty which he thought himself obliged to perform, he conceived it to be no more than that of convoying those ships which the *Vengeance* had left behind; but he thought it would be presumption in him to suppose that his personal services were necessary in the West Indies. The situation which he was then in was one in which he conceived that he might exercise his own discretion. It was not an action, nor any thing that required his personal attendance; and if he had at the time gone on board any other ship, he must have endangered his health to such a degree as to render such conduct an unnecessary zeal, which could not benefit the service. If, therefore, he had not done that which was best to be done, he lamented it much; but he did what in his judgment was best; no disadvantage had happened in consequence; and, had that been the first command he ever was intrusted with, such an exercise of his judgment could not be ascribed to the abandonment of his duty; and it was well known that he had, on a former occasion, exerted himself in the service of his country. The court, having heard the evidence and defence, were of opinion, that with respect to the two first charges, misconduct was imputable to the admiral for not having shifted his flag on board the *Mars* or *Minotaur*, and proceeded in either of them to the West Indies. But, in consideration of other circumstances, the court acquitted him of any disobedience in his conduct on that occasion. Of the third charge the admiral was honourably acquitted; and shortly after, at his own request, struck his flag; which was not again hoisted, until, as an admiral of the blue, he succeeded Earl St. Vincent in the chief command of the Channel fleet, and hoisted it on board the *Ville de Paris* in February 1801, in which he continued until the conclusion of hostilities.

April 18.—That enterprising and indefatigable officer, Sir W. Sidney Smith, then commanding the *Diamond* frigate on a cruise upon the French coast, boarded and took, by the boats of his squadron, a lugger which lay in the outer road of Havre-de-Grace. But the flood setting strongly in, he was obliged to anchor, and some time after, his cable having either been cut by one of the prisoners, or having parted, he drifted in the lugger a considerable way up the Seine above the forts, and being attacked by several armed vessels, was unfortunately compelled to surrender a prisoner of war.

On the 20th of this month, was taken by the *Indefatigable*, 44, Sir Edward Pellew, the *Virginie* French frigate, of 44 guns and 340 men, commanded by Citizen Bergeret, which was considered as the finest ship and fastest sailer in the French navy. Sir Edward Pellew, while lying with his squadron at the Lizard, observed in the morning this ship standing in from sea; which, when the private
signal

signal was made, tacked and stood off. The *Indefatigable*, with the *Amazon*, 32, R. C. Reynolds, and *Concorde*, 36, A. Hunt, immediately gave chase, and about midnight, after a run of fifteen hours, the *Indefatigable* came up. Capt. Pellew, in his dispatch to the Admiralty, said—"A little past midnight I commenced action with the enemy, which was closely continued, under a crowded sail, for one hour and forty-five minutes. The enemy, who fought gallantly, was by this time much crippled, her mizen-mast and main-topmast being shot away; the *Indefatigable* was not much less disabled, having lost her gaff and mizen-topmast—the main topsail was rendered useless by an unlucky shot cutting both leech-ropes. In this situation we passed the enemy without the power of avoiding it, having no after-sail to back; and I had long discovered we had not only to combat a ship of large force, but that her commander was completely master of his profession, in whose presence I could not commit myself with impunity, by throwing my ship in the wind, without submitting to be raked by him. She had not at this time struck, and we kept close ahead of her, reeving new braces, to enable us to bring the ship to, to renew the attack. At this period *La Concorde* appeared in sight, close under her stern; and, upon the enemy seeing her, she fired a gun to leeward, and struck her light, as a signal of surrender." The *Indefatigable* lost neither officer nor man in the contest; the *Virginie* had 14 or 15 k. and about 25 w.

April 27.—This day the barge and cutters of the *Niger*, 32, Capt. E. J. Foote, which had been dispatched by signal from the squadron under Vice-Adm. Colpoys, set fire to and destroyed *L'Ecuriel* corvette, of 18 guns and 105 men, which had taken refuge among the rocks named the Penmarks.

May 12.—Early this morning a small Dutch squadron, which had sailed from a port of Norway, was chased by a part of Adm. Duncan's fleet. Their force consisted of a frigate, three armed brigs, and a cutter. At a quarter past eight *a. m.* the *Phoenix*, 36, L. W. Halsted, came up with the frigate, and after a brisk action of twenty minutes, captured her; she proved to be the *Argo*, of 36 guns and 236 men. The brigs *Echo*, of 18, and *De Gier*, of 14 guns, were driven on shore; and the other brig, the *Mercury*, of 16 guns (14 of which she threw overboard in the chase), was taken by the *Sylph* sloop, 16, J. C. White. On the next day the cutter was captured.

About this time the Dutch fleet was completely blocked up in the Texel by the fleet under Adm. Duncan, which continued to cruise, with the utmost activity and vigilance, off the coast of Holland, accompanied by the Russian squadron; and the empress of Russia, as a testimony of respect to the British admiral, was pleased to honour him with the imperial order of Alexander Newski.

May 27.—This day Capt. N. Tomlinson, on a cruise in the *Suffisante* sloop, with the *Lizard* bearing N. N. E. 15 leagues distant, discovered a sail, which, after a chase of eleven hours, he came up with and captured, after an action of half-an-hour. She proved to be *La Revanche* brig privateer, of 12 guns and 85 men, commanded by an old experienced seaman.

June 8.—At daybreak Capt. Williams, in the *Unicorn*, of 32, and Capt. T. B. Martin, in the *Santa Margaritta*, of 36 guns, about seventeen leagues to the westward of Scilly, gave chase to two large frigates and a corvette of the enemy. At four o'clock

p. m. the sternmost ship, finding it impossible to escape, bore round to rake the *Margaritta*, in which he was foiled by the skilful manœuvre of Capt. Martin, who laid his ship most ably alongside the Frenchman, and in less than twenty minutes compelled him to strike. She proved to be the *Thames*, of 36 guns and 320 men. Such was the equality of sailing between the other two ships, that Capt. Williams kept up a running fight of ten hours, before he could get alongside his antagonist. After a close action of thirty-five minutes, it was perceived, on clearing up the smoke, that the Frenchman had dropped on the *Unicorn's* quarter, with intention to cross her stern and gain the wind, which was most ably defeated by Capt. Williams throwing his sails aback, which gave sternway to the ship, and passing the enemy's bow, he regained his station. Shortly after the enemy struck, and proved to be *La Tribune*, Com. Moulson, of 48, but carrying only 44 guns and 337 men. In these actions superior seamanship was displayed on both sides. The *Thames* had 32 men k. and 19 w.; and *La Tribune* 37 k. and the commodore and 14 w.; the *Unicorn* none killed or wounded. On the same day the *Jason*, Dutch frigate, of 36 guns and 200 men, was brought into Greenock by the crew, who had mutinied. His majesty conferred on Capt. Williams the honour of knighthood.

June 13.—The *Dryad*, 36, Lord A. Beauclerk, off Cape Clear, captured *La Proserpine*, M. Perrieu, of 42 guns and 348 men, after a spirited action of forty-five minutes.

June 22.—The only remaining ship of Com. Moulson's squadron, *La Légère*, commanded by M. Carpentier, of 22 guns and 180 men, was captured off Cape Clear, by the *Apollo* and *Doris* frigates.

June 27.—Capt. Tomlinson, in the *Suffisante* sloop, between Ushant and the *Isle de Bas*, captured the *Margen*, French privateer, of 16 guns, and recaptured six merchantmen.

July 15.—The *Glatton*, 54, H. Trollope, sailed to join the squadron cruising off the *Texel*. On the 16th, a few leagues from Helvoet, Capt. Trollope discovered a French squadron, consisting of one ship of 50 guns, two of 36, and three of 28. Not intimidated by his amazing inferiority, he ran up alongside the third ship of the enemy's line, and desired her commander to strike, which was answered by a broadside. The *Glatton* then began a furious action, surrounded by the enemy, and so near that her yard-arms were nearly touching those of her antagonists. In twenty minutes, from the superior and heavy fire of the *Glatton*, they sheered off, without Capt. Trollope being able to follow them. At seven the next morning, by the great exertions of the officers and men, the ship was in a state to renew the action. Capt. Trollope continued to follow them until nine o'clock, when he thought it prudent to give over the pursuit, having no hope of being joined by any of his majesty's ships, and the wind blowing fresh on-shore. The enemy were then within three leagues of Flushing. The *Glatton* carried 68-pound carronades. Capt. Strangeways, of the marines, and a corporal, were the only persons wounded in this ever-memorable engagement, but the former mortally. His majesty was pleased, shortly after, to confer on Capt. Trollope the honour of knighthood; and the merchants of London, as a mark of respect and of gratitude for the protection of their trade, presented him with a piece of plate of the value of 100 guineas.

August

August 7.—The squadron under Sir J. B. Warren chased a French convoy into Dovarnenez Bay, near Brest, drove ashore a frigate, and bilged a brig-corvette of 18 guns, a transport of 800 tons, and a schooner of 80; five brigs, two chasse-marées, and a dogger, were abandoned by their crews and burnt. On the 19th of this month a treaty of alliance was signed between the King of Spain and the French Republic.

August 22.—Com. Sir J. B. Warren, in cruising with his squadron on the French coast, drove on shore, and afterwards destroyed, near Arcasson, L'Andromache, of 48 guns and 300 men, many of whom perished in escaping on shore. Sir John also captured three small vessels, and destroyed six others, at the mouth of the Garonne. On the same day, at about four in the afternoon, the Amphion frigate, lying alongside the sheer-hulk in Hamoaze, refitting, took fire in the fore magazine, which blew that part of the ship to atoms; the remainder sunk directly in ten fathoms water. Several visitors added to the ship's company made the number on board nearly 300, of whom forty only were saved. Capt. Israel Pellew, with Capt. Swaffield of the Overysse, and a lieutenant, were dining in the cabin; but hearing a rumbling noise they ran to the quarter-gallery, and the ship instantly blew up: Capt. Pellew being thrown on the deck of the hulk, and the lieutenant into the water, they were saved; but Capt. Swaffield, with many other officers, perished. The wreck was afterwards weighed and broken up.

On October 8, war was declared by Spain against Great Britain, and his Britannic majesty's order of council for general reprisals was issued on the 9th of the following month.

November 3.—The Helena sloop, Capt. J. Symons, with all the crew, were lost on the coast of Holland. On the 17th of this month Rear-Adm. Sir H. C. Christian, accompanied by Rear-Adm. C. M. Pole, returned from the West Indies in the Beaulieu frigate. On the 7th of the following month the Reunion, 36, Capt. H. W. Bayntun, was lost on a bank in the Swin, but the crew, excepting three, were saved.

December 16.—The French fleet, consisting of seventeen sail of the line, with fifteen frigates, eleven sloops, &c. and 25,000 troops, sailed from Brest Road to invade the kingdom of Ireland, the fleet under the command of Adm. Morand de Galles, the land forces commanded by Gen. Hoche. Its outset was attended with several disasters, and it completely failed of success; for at its first putting out, Le Nestor, 74, and Le Pegasse, 74, ran foul of each other, and the fleet put back until they had refitted. On the following day, when the fleet were again under sail, Le Seduisante, 74, struck, and was entirely lost on the rocks, and of 1,800 persons, seamen and soldiers, only sixty were saved. The fleet on the 22d was off the S. W. of Ireland; but it was on the next day dispersed in a heavy gale, and on the following day part of it anchored near Bear Haven in Bantry Bay. Vice-Adm. Kingsmill, then commander-in-chief on the Irish station, was soon informed of the latter circumstance, and he dispatched a young and active officer, Capt. J. K. Pulling, over land, to observe and report their force and situation. It consisted of six of the line, three fifties, four frigates, and four smaller vessels. The wind at this time blew a heavy gale, which made a heavy sea, and a boat was driven on shore with an officer and seven men, who were made prisoners. Upon this day the Monarch, 74, with Vice-Adm. the Hon. Sir G. K. Elphinstone, K. B. arrived at

Crookhaven from the Cape of Good Hope, and the admiral, after having been informed that the French fleet was off the coast, made every necessary preparation to meet them, and put to sea. The squadron under Vice-Adm. Colpoys, which had also been driven from its station off Brest, by the same gale which gave the enemy an opportunity to escape from that port, upon its attempt to return to that station, discovered six French line-of-battle ships standing towards the British squadron, but which, upon coming in sight of the latter, made all sail, and stood in towards shore, and although closely pursued, escaped into Port L'Orient. On the next day the ships remaining in Bantry Bay were driven to sea by a violent gale, and thus the whole project was defeated by the elements. To this may be added, that on their attempt to return, the *Scavola*, 40, foundered off Ireland on December 30, the *Impatiente*, 44, on the same day went on shore near Mizen Head, and of 565 persons, only seven were saved; the *Surveillante*, 44, was captured and scuttled in Bantry Bay in January; the *Tortue*, 44, was taken by the *Polyphemus*, 64, George Lumsdaine, on January 5, 1797; the *Atalante*, 16, was taken by the *Phoebe*, 36, R. Barlow, near Scilly, on January 10; and the *Droits de L'Homme*, 74, was driven ashore near the Penmarks by the *Indefatigable*, 44, Sir Edward Pellew, and *Amazon*, 36, R. C. Reynolds, in the night of January 13, where she was wrecked, and 170 of her people lost; besides which, of ships armed *en-flûte*, the *Justine*, 44, was taken by the *Polyphemus*, 64, but afterwards foundered; the *Ville de L'Orient*, 36, was taken by the *Unicorn*, 36, and others, on January 7; the *Suffrein*, 44, was sunk by the *Dædalus*, 32, and others, on the 8th; and the *Allégré*, of 200 tons, laden with ammunition, &c. was taken by the *Spitfire* (slp.), M. Seymour, on January 12; the rest of the French ships are said to have returned to port in a wretched condition.

December 30.—Arrived at Plymouth, from the Mediterranean, the *Windsor Castle*, 98, Rear-Adm. R. Mann, Capt. Edward O'Brien; *Terrible*, 74, G. Campbell; *Saturn*, 74, James Douglas; and *Defence*, 74, T. Wells; together with the *Adamant*, 50, H. Warre, with convoy from Lisbon and Oporto. On the next day the squadron, under Vice-Adm. Colpoys, having received considerable damage in the late gales, and being in want of provisions, &c. returned into port to refit.

1797, January 3.—A part of the Channel fleet, under the command of Adm. Lord Bridport, in the *Royal George*, 110, consisting of ten ships of the line, two frigates, and two sloops, sailed on a cruise to the westward; these were afterwards joined by four others of the line, one fifty, five frigates, and a sloop. The former were accompanied on their way through the Channel by a squadron commanded by Rear-Adm. W. Parker, which sailed at the same time, in order to join the fleet under Adm. Sir J. Jervis in the Mediterranean. The ships which sailed with Rear-Adm. Parker consisted of the *Prince George*, 98 (flag-ship), Capt. J. Irwin; *Namur*, 90, J. H. Whitshed; *Orion*, 74, Sir James Saumarez; *Colossus*, 74, George Murray; *Irresistible*, 74, George Martin; and *Thalia*, 36, Lord H. Paulet.

January 13.—At half-past noon, in latitude 47 deg. 30 min. and about 50 leagues S. W. of Ushant, Sir Edward Pellew, in the *Indefatigable*, 44, in company with the *Amazon*, 32, R. C. Reynolds, discovered a large ship of the enemy in the N. W. quarter, steering under

under easy sail for France, the wind at west and hazy weather. Chase was instantly given, and at four *p. m.* it was discerned that the chased ship had two tiers of guns, with her lower deck ports shut; at fifteen minutes before six she was brought to close action, which continued to be well supported for near an hour, when the *Indefatigable* unavoidably shot ahead. At this moment the *Amazon* appeared astern, and gallantly supplied her place; but having come up under a press of sail, she also unavoidably shot ahead; a second attack commenced, and this attack, often within pistol-shot, was unremitted for more than five hours; the action did not cease, excepting at a few intervals, until half-past four in the next morning, and Sir Edward Pellew, in his official dispatch, said that he believed ten hours of more severe fatigue was scarcely ever experienced; the sea was high, and the people on the main deck nearly up to their middles in water. At twenty minutes past four, by a transient gleam of moonlight, land was discovered by Lieut. Geo. Bell, and in a few moments after breakers were seen; the *Indefatigable* was then close under the enemy's starboard bow, and the *Amazon* on her larboard. Preservation now depended on instant exertion; the *Indefatigable* hauled her tacks on board, and made to the southward. Ignorant of the place they were in, they waited anxiously for daylight, which discovered to them that they were in Hodiern Bay, and the only hope of escape lay in weathering the Penmarks, which the *Indefatigable* with great exertion accomplished, and passed about a mile to windward of them. The *Amazon* was less fortunate; she had hauled to the northward, and at little after five in the morning grounded and was wrecked. Nearly at the same time the enemy shared a similar fate. The crew of the *Amazon* were all saved except six, and escaped on shore by means of rafts; but were on landing made prisoners. The French ship, which was so gallantly defended, was *Les Droits de L'Homme*, of 74 guns, above mentioned, commanded by Citizen Le Cross; she had 1,600 seamen and soldiers on board, of whom 170 perished, besides those who fell in the action.

February 22.—Two French frigates, a corvette, and a lugger, landed 1,200 men disguised as soldiers, but afterwards supposed to have been convicts, in Fiscard Bay, on the coast of Wales, who surrendered almost immediately to Lord Cawdor, at the head of part of the North Devon militia.

March 3.—Adm. Lord Bridport again sailed from St. Helen's with the Channel fleet, for a cruise off Brest, with fifteen ships of the line, four frigates, and two fire-ships; but returned on the 30th of the same month. On the 9th of March Sir H. B. Neale, in the *St. Fiorenzo*, 40, with *La Nympe*, 36, Capt. J. Cooke, bore down, and engaged two French frigates, the French fleet being then in sight from their tops, lying in Brest Road. Having jointly attacked, and compelled to surrender, the headmost and largest of the two, the other soon struck. The first proved to be *La Resistance*, of 48 guns and 345 men; the second *La Constance*, of 24 guns and 180 men. These were the ships which had landed the 1,200 men in Fiscard Bay as above.

April 3.—On this and following days, a squadron of twelve ships of the line, with two frigates, sailed to the westward on a cruise, under the command of Rear-Adm. Sir R. Curtis; but most of them returned shortly after to port.

MUTINY AT SPITHEAD. At some time in the preceding month,

month, February, petitions for a redress of certain alleged grievances were sent from all the line-of-battle ships at Spithead, to Admiral Earl Howe; but being all written by one hand, and precisely similar, it was supposed that they were the productions of some disaffected individuals who were too contemptible for notice, and the petitions were treated accordingly. This neglect of the seamen's petitions produced a general correspondence from ship to ship throughout the fleet; and at length it was agreed that no ship should raise an anchor until redress was obtained. For some days previous to Sunday, April 16, anonymous letters had been sent to the superior officers of the fleet, and to the board of Admiralty, stating to their lordships, that the seamen suffered from the insufficiency of their pay, and other grievances, which they afterwards stated in two petitions to the House of Commons and to the lords of the Admiralty. As the discontent was general, the concurrence of the seamen in the petitions was universal. Their language was respectful, and their conduct temperate; the greatest loyalty to the king was professed, with the greatest zeal and attachment to their country. On Sunday, April 16, Lord Bridport made the usual signal for the fleet to prepare for sea; but, instead of weighing anchor, the seamen of the flag ship, the *Queen Charlotte*, ran up the shrouds and gave three cheers, which was answered in like manner by every ship of the fleet. The officers were astonished; and all their exertions to persuade the men to return to their duty were ineffectual. The seamen were now in entire possession of the fleet, and two delegates were sent from each ship, who from this time met regularly every day in the admiral's cabin, on board the *Queen Charlotte*. On the 17th every man in the fleet was sworn to support the cause. On the 18th the admiral's flag was struck. Various conferences, petitions, and papers, relative to a redress of grievances, and the attainment of certain advantages, passed between the delegates and the board of Admiralty, Lord Bridport, &c. till May 7, when it was fully considered that all misunderstandings were adjusted; but on the signal of Lord Bridport again to weigh anchor, a general refusal ensued; the reason of which was assigned to be the silence government still maintained on the full redress of grievances. The crews of several ships now behaved very riotously, turning their officers, whom they had before retained, out of their ships, in which state they continued until Lord Howe arrived on the 14th, to settle the matters in dispute, and to produce an act of parliament which had been passed on the 9th, in compliance with the wishes of the seamen, together with a proclamation of pardon for such as should return to their duty. On the 15th his lordship met the delegates; and every distrust being done away, the flag of disaffection was struck, and the signal of approbation, being three cheers, first given by the *Queen Charlotte*, went through the fleet. On the following day the fleet, consisting of 21 ships of the line, with the flags of Adm. Lord Bridport and Vice-Adm. Sir Alan Gardner, put to sea.

MUTINY AT THE NORE. Towards the end of the month of May, a mutiny, infinitely more alarming than the preceding, broke out on the same principle in the North Sea fleet, on its arrival at the Nore from a cruise off the coast of Holland. Delegates were here appointed as before from all the ships, and sat on board the *Sandwich* (G. S.) These not only superseded all the captains in their command, but their president, Richard Parker, acted as admiral of the squadron, and was implicitly obeyed as such. The delegates then

then remitted to the Admiralty a list of articles inconsistent with the safety and honour of the country; on the rejection of which they endeavoured to effect their demands by force, by concentrating their ships at the Great Nore, and blocking up the mouth of the Thames. On the 26th of May, Adm. Duncan put to sea with his squadron, excepting two ships, whose crews refused to get under weigh, which example was unfortunately followed on the 29th and 31st by the rest of the squadron, leaving with the admiral only the Venerable, flag ship, and the Adamant. On the 4th of June, his majesty's birth-day, notwithstanding every disarrangement, the fleet testified its loyalty and respect to the king by firing a royal salute, and displaying the colours usual upon the occasion, but the red flag was still kept up. On the 6th, the mutineers were joined by several other ships, and their whole force then consisted of twelve ships of the line, two fifties, six frigates, and six sloops, &c. The most vigorous measures were now taken for their subjugation; but, at the same time, his majesty's pardon was graciously offered to all such as should immediately return to their duty. Two acts of parliament were passed for the speedy suppression of the mutiny by force, in consequence of which the delegates and crews became divided in their councils, particularly when they saw the force which was every where preparing for their subjugation; and on the 13th they manifested a disposition to submit upon an act of indemnity. The mutiny terminated with the capture of Richard Parker, Davies, his captain, and about thirty others. On the 22d of June, Parker was brought to trial, and afterwards executed on board the Sandwich. The court-martial continued sitting more than a month, and others received sentence of death, some of whom were executed, others were imprisoned in the Marshalsea, and a considerable number were confined on board a prison ship, until Adm. Duncan's glorious victory over the Dutch fleet, in the month of October, when his majesty was pleased to grant a pardon to the remainder of these unhappy and inconsiderate men.

In the middle of the month of June, a squadron of eight ships of the line, under the command of Rear-Adm. Sir R. Curtis, sailed from Spithead, and joined the fleet of Adm. Duncan in the North Sea.

July 27.—The squadron under Commodore Sir J. B. Warren, while cruising off Ushant, discovered fourteen sail of vessels, escorted by a frigate, a corvette, and an armed brig, standing into Hordierne Bay. Upon seeing the British, the enemy pushed in for land. The corvette and armed brig escaped round the Penmarks, the frigate not being able to get off, cut away her masts, and ran ashore. Eight of the convoy were taken and two burnt. The Sylph (slp.) Capt. J. C. White, stood boldly in after the frigate, and by an incessant fire prevented the enemy from saving the ship or stores. The next day she was entirely destroyed. She proved to be the Calliope, of 36 guns and 250 men.

July 31.—The Artois, 38, Sir Edmund Nagle, ran aground on a sand bank near the harbour of Rochelle, and was totally lost. The crew saved by the Sylph (slp.)

August 20.—The Arethusa, 38, T. Wolley, on her passage from the West Indies, captured, after an action of half-an-hour, La Galeté corvette, of 20 guns and 186 men.

August 27.—Sir J. B. Warren captured five sail of the enemy's convoy near the Garonne, and drove on shore Le Petit Diable, of

18 guns and 100 men. On the 31st, the Penguin (slp.), Capt. Pulling, captured off the coast of Ireland L'Oiseau, of 18 guns and 119 men, after a short action.

October 11.—A great victory was obtained over the Dutch fleet by Adm. Duncan. See CAMPERDOWN.

December 15.—La Dorade, French privateer, of 12 guns, captured by the Clyde frigate, and intrusted to the care of the master of that ship, was upset by carrying too great a press of sail, and all on board perished.

On the 19th of this month, his majesty went in state to St. Paul's, accompanied by the royal family, and two houses of parliament, to return thanks for the three great naval victories, viz. that over the French on June 1, 1794; that over the Spaniards on February 14, 1797; and that over the Dutch on October 11, 1797.

December 21.—Capt. Barlow, in the Phoebe, of 36 guns, cruising to the westward, discovered an enemy's frigate, which he immediately pursued; but the difference between the sailing of the two vessels being inconsiderable, the Phoebe received considerable damage in her rigging from the stern-chase guns of the enemy; hence it was ten o'clock at night before he got fairly alongside the Frenchman, when after a smart action of three-quarters of an hour, she struck, and proved to be La Nereide, Capt. Conon, of 36 guns and 330 men: she had 20 k. and 55 w.

December 29.—The Anson, 44, Capt. Durham, and Phæton, 38, Hon. R. Stopford, cruising in the Bay of Biscay, fell in with and captured La Daphne, of 30 guns and 276 men.

1798.—On the first day of the year a court-martial, which had been sitting on board the Circe, in the River Medway, from December 4, 1797, for the trial of Capt. John Williamson, commander of his majesty's ship Agincourt, in the battle off Camperdown, on October 11, upon certain charges preferred against him by Capt. Hopper of the marines, determined that the charges of cowardice and disaffection had not been proved; but that other charges had been proved in part, upon which Capt. Williamson was sentenced to be put at the bottom of the list of post captains, and rendered incapable of serving in the navy.

January 5.—Capt. R. C. Reynolds, in La Pomone, 44, cruising off Ushant, came up with a large ship about eleven o'clock at night, which, ignorant of the strength of La Pomone, commenced an action, that ended in the capture of La Chérie, of 26 guns and 230 men. Capt. Reynolds had scarcely got his prisoners on board, when he was compelled, from the damaged state of the capture, to take his own people back, immediately after which La Chérie sunk. Her captain, Monsieur Chassin, was mortally wounded.

January 11.—The Racoon sloop, Capt. Lloyd, after a short running fight, captured Le Policrate, of 16 guns and 72 men, in which Mr. Kennedy the master was killed, and four men wounded. It was on this day that two meritorious officers, Capt. J. Drew of the Cerberus frigate, accompanied by Capt. J. K. Pulling, late of the Penguin sloop, were drowned in Plymouth Sound by means of a violent swell, which broke into and filled a boat, in which they were pulling up the harbour with despatches. Of thirteen persons, only two seamen were saved.

January 23.—La Volage corvette, of 22 guns and 195 men, was captured by the Melampus frigate, after a close but short action.

January

January 25.—The Cobourg hired cutter, Lieut. C. Webb, about sixteen leagues from Corunna, captured La Reverche French lugger, of 16 guns and 62 men, after two attempts on the part of the enemy to board the Cobourg, which soon after sunk in consequence of the damage received in the action. On the same day Vice-Adm. Sir C. Thompson, bart. with a division of the Channel fleet, consisting of twelve ships of the line and three frigates, sailed on a cruise.

March 8 to 22.—The squadron under Sir J. B. Warren succeeded in capturing several store-ships of the enemy; and the *Phaeton*, 38, Hon. R. Stopford, drove a large French frigate upon the Olive Rocks near Cordovan lighthouse, which had previously in chase thrown all her guns overboard. In the course of this month the *Diamond*, 38, Sir R. J. Strachan, in company with the *Hydra*, 38, Sir F. Laforey, made an attack upon a number of gun-boats off Havre, of which one was sunk, and the rest forced to take protection under the batteries.

April 4.—The *Pallas*, 32, Hon. H. Curzon, parted her cables in a heavy gale, and drove on shore between Mount Batten and the Withy Hedge, in Plymouth Sound. The ship and a great part of her stores were lost. On April 9, Rear-Adm. Sir R. Curtis, in the *Prince*, 98, with five other line-of-battle ships and three frigates, sailed from Plymouth Sound on a cruise off Ireland; and on the 12th Adm. Lord Bridport, in the *Royal George*, 110, with nine other ships of the line and two frigates, proceeded on a cruise off Brest Harbour. On the same day Rear-Adm. Sir H. Nelson sailed in the *Vanguard*, 74, from Spithead, having under his protection a convoy for Lisbon and the Mediterranean. On the 21st of this month, that ornament of the naval service, Capt. Alexander Hood, of the *Mars*, 74, engaged, in the Passage du Raz, for one hour and a half, and captured, L'Hercule, of 74 guns and 700 men, but unfortunately fell in the engagement, having lived but just long enough to receive the consolatory news of his victory. Upwards of 400 of the enemy were killed and wounded. The British had 90 killed and wounded.

May 5.—Capt. Sir W. Sidney Smith escaped from the prison of the Temple at Paris to Havre de Grace, and was picked up at sea in an open boat, by the *Argo* frigate, Capt. J. Bowen, and landed at Portsmouth.

May 7.—Lieut. C. P. Price, commandant of the *Islots* of St. Marcou, near La Hogue, which had been taken possession of by Capt. Sir W. S. Smith, in the year 1795, perceiving that a flotilla of the enemy's gun and flat-boats in the Road of La Hogue, meditated an attack, prepared to receive them. The enemy approached in the night, which was exceedingly dark, and by day-light in the morning were arranged for the attack. A tremendous fire from seventeen pieces of cannon then commenced, followed up by such a dreadful volley of round, grape, and case shot, that six or seven sunk immediately with all on board; one was afterwards found bottom upwards, the crew of which had consisted of 144 men: the rest returned to La Hogue in the utmost confusion. The whole number of gun-vessels at the commencement of the action is said to have been fifty-two, and the force on board not less than 6000 men. The enemy having in this month collected a great number of gun-boats, &c. at Flushing, which were intended to have been sent to Dunkirk and Ostend by the Bruges Canal, a plan was concerted for the frustration of their design by the destruction of the basin-gates

gates and sluices; and a squadron of twenty-five small vessels, having on board a detachment of about 2000 troops, proceeded on an expedition for that purpose, under the joint direction of Capt. Home Popham, of the navy, and Maj.-Gen. Coote. At one o'clock in the morning of May 19, the squadron arrived at its destination off Ostend. An adverse gale soon after came on from the west, notwithstanding which, in consequence of a favourable report received on board respecting the enemy's force on shore, it was determined to land immediately, and many of the troops were disembarked without discovery. At a quarter past four the batteries on shore opened on the shipping, &c. and were answered with spirit. The troops continued to land, and were all on shore by five o'clock, with the various implements, &c. for destroying the works. A great explosion at half-past ten announced the destruction of the sluices, and soon after troops were on the sand-hills near the shore. In the mean time, as a feint, the town had been summoned to surrender. The sea was now so rough as to render a re-embarkation of the troops impossible, and they lay on their arms the whole of the ensuing night; and in the morning had the mortification to find themselves surrounded by the enemy, to whom they were obliged to submit, after a spirited contest, in which many were killed and wounded.

May 31.—The Hydra, 36, Sir F. Laforey, with the Vesuvius bomb, and Trial cutter, gave chase to La Confiante, of 36 guns, who was endeavouring to effect her escape into Havre, accompanied by a corvette and a cutter. After engaging her for three quarters of an hour, she ran on shore, and was destroyed next morning by the Hydra's boats. The cutter was also driven on shore and destroyed.

June 29.—The Jason, 36, C. Stirling; with the Pique, 36, D. Milne; and Mermaid, 32, J. Newman, in cruising off the Saintes, gave chase to a large French frigate. From eleven at night till two in the next morning, La Pique maintained a severe running fight, till her mizen topmast was shot away, and she dropped astern. The Jason then came up, and engaged her warmly, during which both ships took the ground, and the Jason swung round, with her stern close to the enemy's broadside; in this situation, though exposed to a raking fire, she brought some of the aftermost guns forward, and compelled her to strike. In the mean time Capt. Milne, eager to join in the combat, ran aground with such violence, that La Pique bilged, and it became necessary to destroy her. The prize proved to be La Seine, of 42 guns and 610 men, including soldiers, 170 of whom were k. and 100 w. La Seine was afterwards taken into the service, and the command given to Capt. Milne. Capt. Stirling was wounded early in the action, and Mr. Robotier, second lieutenant of the Jason, killed.

In the night of August 3, under a severe storm of rain and lightning, the corvette L'Aventurier, of 12 guns and 79 men, was cut out from the port of Corigou, near the Isle de Bas, under a heavy fire from the batteries, by the boats of the Melpomene, 44, and Childers, 14, commanded by Lieut. J. Shortland. On the 12th of this month the Hazard sloop, 16, W. Butterfield, captured, off Cape Clear, after an action of more than an hour and a half, Le Neptune, mounting 10, but pierced for 20 guns, with 53 seamen and 270 soldiers, bound from the Isle of France to Brest.

August

August 22.—Three French frigates landed 850 troops, under the command of Gen. Humbert, at Killala, in Ireland, and then put to sea. These troops were, on September 8, compelled by the Marquis Cornwallis to surrender prisoners at discretion.

September 6.—The *Phaeton*, 38, Hon. R. Stopford, and *Anson*, 44, P. C. Durham, while cruising off Bourdeaux, fell in with, and captured, the French frigate *La Flore*, of 36 guns.

On October 2, the Hon. Capt. Capel, in the *Mutine* sloop, brought the news of the decisive victory off the Nile, and diffused universal joy throughout the kingdom. See NILE. On the 6th his Majesty created Sir Horatio Nelson a peer of Great Britain, under the title of Baron Nelson of the Nile, and of Burnham Thorpe, in the county of Norfolk. The thanks of both houses of parliament were voted, and similar honours were conferred on the officers to those which attended the victories of Earl Howe and of Adms. Duncan and Jervis. The sword of the French admiral Blanquet was transmitted to the corporation of London by Sir H. Nelson, and placed, with every mark of respect, in its council chamber. The corporation, in return, voted to Lord Nelson a sword of the value of 200 guineas, with a sword to each of the captains who were in the engagement; and to Capt. Berry the freedom of the city in a gold box, valued at 100 guineas.

On October 11 the *Jason*, 38, Capt. Stirling, being in pursuit of a convoy between Brest Harbour and Point Raz, struck upon a rock, and was wrecked. The crew were saved, but made prisoners, excepting six, who, by permission of the captain, made their escape in the ship's cutter, and arrived four days after safely at Plymouth.

On October 12, 13, and 18, a squadron of French ships, with troops for the invasion of Ireland, were completely defeated, and most of them taken, by the squadron commanded by Com. Sir J. B. Warren, off the N. W. coast of Ireland. The British squadron consisted of the *Canada*, 74, Sir J. B. Warren, bart.; *Robust*, 74, E. Thornbrough; *Foudroyant*, 80, Sir T. Byard; *Magnanime*, 44, Hon. M. De Courcy; *Anson*, 44, P. C. Durham; *Ethalion*, 38, G. Countess; *Melampus*, 36, G. Moore; and *Amelia*, 44, Hon. C. Herbert. The French squadron consisted of the ships here enumerated, with *L'Immortalité*, 42; *La Romaine*, 40; *La Semillante*, 36; and *La Biche* schooner, 8. On October 11, at noon, the French squadron was seen to windward by the *Amelia*, in the N. E., when the *Canada* made signal for a general chase. At four *p. m.* one ship was seen from the deck of the *Melampus*; at fifteen minutes past five the *Canada* made rendezvous-signal for Lough-Swilly. The squadron kept their wind all night, which was very squally; and the *Melampus*, at about ten o'clock, spoke the *Anson*, which had unfortunately carried away her mizen-mast. At five *a. m.* on the 12th, being moderate weather, the French squadron was seen about half a league to windward in the N. E. Signal was made to tack, and prepare for battle. One of the enemy's ships (*Le Hoche*) had lost her main-topmast. At six, the *Robust* and *Magnanime* commenced action with *Le Hoche*, by signal from the *Canada*. While these ships were thus engaged, the *Canada*, endeavouring to get to windward, tacked, and passing the enemy's line of frigates to windward, joined in the engagement with *Le Hoche*, which soon after, at nine o'clock, struck, and was boarded by the *Robust*, by signal from the *Canada*.

nada. The Melampus, as she was beating to windward, fired at Le Hoche, and then stood on for L'Ambuscade, which, after half-an-hour's engagement, struck to the Melampus, at about eleven o'clock; the Foudroyant, however, having from to leeward fired bow-guns at her. L'Ambuscade, dropping astern, was taken possession of by the Magnanime, in pursuance of a signal made from the Canada. The Canada, Foudroyant, Ethalion, Melampus, and Amelia, then chased the remaining ships, making off to the W. S. W. After an hour's chase La Coquille also struck to the squadron, and was left for the Magnanime to take possession of, by signal from the Canada. At half-past twelve o'clock, the Melampus was engaging La Bellone; but the Ethalion coming up, and having passed to windward, by signal (and getting between them to windward of the Melampus), engaged her close on board for three quarters of an hour, when she struck to the Ethalion. The chase of the remaining five ships was continued; but night coming on, they were lost sight of. At the time of their flight the Anson sustained a severe fire from them, which she gallantly returned; but, from the loss of her mizen-mast, was obliged to drop astern. Thus were Le Hoche, L'Ambuscade, La Coquille, and La Bellone, the conquests of October 12. On the 13th the Melampus was ordered by Sir J. B. Warren to go into St. John's Bay, in search of a frigate which the squadron had chased in there the night before. In consequence of which, at half-past ten *p. m.* of the 13th, the Melampus saw two sail to windward (La Résolue and L'Immortalité). At half-past eleven *p. m.* got up close a-beam of La Résolue, and in twenty minutes gave her five broadsides, which she did not return with a single gun; she was then boarded, and taken possession of; her consort, L'Immortalité, having given her no assistance. The Mermaid, 32, J. Newman, afterwards fell in with La Loire, whom she engaged, and crippled, but was herself so disabled as not to pursue the contest; but, on the 18th, the Anson, 44, P. C. Durham, having been joined by the Kangaroo brig, 18, E. Brace, fell in with, engaged, and took, La Loire, off Cape Clear, after an action of one hour and a quarter, which was most gallantly disputed, and in which La Loire had 46 men k. and 75 w. L'Immortalité was taken on October 20, by the Fiscard, as hereafter mentioned. La Romaine, La Semillante, and La Biche, escaped. For their conduct in these actions, so important in their consequence, Com. Sir J. B. Warren, his officers, and seamen, received the thanks of both houses of parliament. The Coquille was burnt by accident at Plymouth, December 14, 1798; but not being in the British service at the time, she is not included in the list of British ships lost hereafter.

October 20.—The Fiscard, 40, Capt. T. B. Martin, being on a cruise, fell in with a new frigate, of 42 guns, with 42-pound carronades on the quarter-deck and fore-castle, and 580 men. After twenty-five minutes' close engagement, the Fiscard was obliged to lie by, to repair her damages, during which the enemy endeavoured to make off; but by the spirited exertion of the officers, being soon in a condition to make sail, the Fiscard again closed with her, and after a furious action of an hour and fifty minutes, she struck, and was found to be the Immortalité, one of the squadron which composed the expedition to Ireland. On October 23, the Sirius, 36, Capt. R. King, was reconnoitring the naval force in the Texel, and in the following morning obtained sight of and pursued two Dutch frigates:

frigates: being a prime sailer, she directly made for the headmost, which struck her colours; and though her consort stood off, and was nearly out of sight by the time the prisoners had been exchanged, the *Sirius* came within musket shot of her about five o'clock, and after a short running fight she also struck. The first was the *Waakzaamheid*, of 26 guns; the other the *Furie*, of 36 guns, both laden with arms and French troops.

December 7.—The *Colossus*, 74, Capt. G. Murray, on returning home with a convoy from Lisbon, was forced by stress of weather to put into Scilly Road; but on the same evening, from the violence of the wind, she parted her cables, and drifted on a ledge of rocks, called Southern Wells, where she was totally lost. All the crew, one man excepted, were saved. On the 14th of this month, *La Coquille*, French frigate, one of Sir J. B. Warren's prizes, took fire and blew up, in Hamoaze, by which thirteen persons perished. On the same day, the *Ambuscade*, 32, Capt. H. Jenkins, being on a cruise in the Bay of Biscay, fell in with *La Bayonnaise*, of 32 guns and 300 men, by which she was captured, after a severe engagement. Capt. Jenkins was wounded early in the action, by a musket-ball, through the groin, which carried away the top of the thighbone. Lieut. Mayne was killed; Lieut. Sinclair, of the marines, dangerously wounded. A gun bursting on the main deck, Mr. Briggs, second lieutenant, could not keep the people to quarters; and in this state the enemy boarded and drove all below, took possession of the vessel, and carried her into Rochfort.

1799, January 3.—The *Wolverine* gun-brig, Capt. Lewis Mortlock, while off Boulogne, discovered two French luggers, one of 16, the other of 14 guns, with 140 men each. Fearful that they might make off, Capt. Mortlock hoisted Danish colours; in consequence of which one of the luggers came so close upon the starboard quarter, that her bowsprit lay between the mizen chains and side of the *Wolverine*. Capt. Mortlock then hoisted English colours, and lashed the bowsprit of the enemy to his vessel, while the other vessel got on the larboard bow of the *Wolverine* and ran aboard her. Thrice was the *Wolverine* boarded, but Capt. Mortlock succeeded in killing every Frenchman who made the attack. A captain of one of the luggers got on the round-house of the British vessel, and, while cheering his men, snapped a pistol in Capt. Mortlock's face, which missed fire; he was again cocking his pistol, when Capt. Mortlock drove his half-pike into him, and he fell overboard. The Frenchmen now threw bags of combustibles into the cabin window of the *Wolverine*, which required all the efforts of her crew to extinguish. The luggers, taking advantage of this circumstance, sheered off. In a week after, the brave Capt. Mortlock died at Portsmouth, of a shot-wound received from the enemy as they went off.

On January 7, the *Apollo*, 38, Capt. Halkett, ran aground, when in chase of a Dutch ship, and was totally lost, off the coast of Holland, through the ignorance of the pilot: the crew saved by a Prussian.

January 16.—The squadron under Sir Alan Gardner returned from a cruise off Brest Harbour to Spithead; and on the following day, Vice-Adm. Sir C. Thompson, bart. with eight sail of the line and two frigates, sailed for the same station.

On February 1, the *Proserpine*, 28, Capt. J. Wallis, having on board the Right Hon. T. Grenville, then on his way to Vienna, on a mission of high importance, having in the night been suddenly

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blocked

blocked up by ice in the mouth of the Elbe, and assailed die next morning by a most dreadful storm of snow and ice, was irrecoverably lost. The crew escaped by marching over the ice, accompanied by their officers, to the Isle of Newark, a distance of six miles, in the severest weather, where they all arrived, excepting seven seamen, a boy, four marines, a woman, and her child, who were frozen to death on their passage. On March 26, Capt. Wallis, his officers, &c. were tried for the loss of the ship; and the sentence set forth, that the conduct of the captain, officers, and ship's company, was highly meritorious, and all honourably acquitted. To which the president added—"Seamen of the *Proserpine*! your conduct has been such as to merit the thanks of this court, with that of your country; and I trust that the example shewn by you of good order and obedience to command, in times of difficulty and danger, will be held forth as worthy of imitation to all the seamen of his Majesty's fleet."

February 2.—The *Nautilus* (slp.), Capt. H. Gunter, was lost off Skeeton Cliff, near Flamborough Head: crew saved. On the 12th of the same month, the *Weazle* (slp.), Hon. H. Grey, was wrecked in Barnstaple Bay, in a heavy gale, and all the crew perished. On the 18th, the *Telegraph* hired armed brig, Lieut. J. A. Worth, after a brisk action of three hours and a half, captured L'Hirondelle corvette, of 16 guns and 89 men, off the Isle de Bas.

April 9.—The *St. Fiorenzo*, 40, Sir H. B. Neale, and the *Ameilia*, 44, Hon. C. Herbert, had a warm action near Belleisle, with three French frigates, one of 48, the others of 44 guns each. In the course of the action the enemy, by edging down on the islands of Houat and Hedic, exposed the British ships to the fire of the batteries on those islands: notwithstanding which, after the combat had lasted nearly two hours, they retreated, much shattered, wore, and stood into the Loire. On the 26th of this month, the French Admiral Breux, with twenty-five sail of the line, eight frigates, &c. took advantage of the temporary absence of Adm. Lord Bridport, who was forced by the weather from his station, to slip out from Brest in a fog; and although on the next day cruisers were sent after them in every direction, they reached the Straits unmolested.

May 11.—The *Courier* hired armed brig, Lieut. Searle, engaged, off the Texel, a French privateer, of 16 guns, which, after an engagement of one hour and a half, availed herself of a fog and escaped.

June 13.—Adm. Lord Bridport returned, in the *Royal George*, from his cruise in search of the French fleet, having previously detached Sir Alan Gardner, with sixteen of the line, to reinforce the fleet under Earl St. Vincent, off Cadiz and in the Mediterranean. A squadron of observation was also left off Brest, under the command of Rear-Adm. Berkeley. On the 27th Lord Bridport struck his flag, in lieu of which, that of Rear-Adm. Pole was hoisted in the same ship.

August 11.—The *Pylades*, 16, Capt. A. Mackenzie, with L'Espiegle (slp.), Capt. Boorder, and the *Courier* (cut.), Lieut. Searle, destroyed several small Dutch vessels of war, and brought off the *Crash*, gun-vessel, formerly and since in the British service, after a well-contested action. They also destroyed, with great activity and heroism, some batteries on the island of Schiermonnikoog. For these services Capt. Mackenzie was promoted to post rank.

In consequence of an expedition having been planned by government,

ment, intended for the restoration of his Serene Highness the Prince of Orange, as Stadtholder of the United Provinces, the British naval and land forces, conjointly, proceeded in the month of August to take possession of the Helder Point, at the entrance of the Texel; the squadron being (under the orders of Adm. Lord Duncan) commanded by Vice-Adm. Mitchell. The embarkations of troops are said to have amounted to about 27,000 men; to which were added a large body of Russians, furnished by the Emperor Paul I. and subsidized by Britain, with six Russian ships and several frigates. See HOLLAND.

September 28.—The *Blanche*, 32, Capt. J. Ayscough, with a division of troops from the *Helder*, grounded on the Middle Plat in the *Schulp Gat*, and was lost through the inattention or ignorance of the pilot. The crew were saved.

October 8.—The Lynx sloop of 8 guns, and Perseus schooner of 8, were taken by the boats of the Circe, 23, R. Winthrop, and Hawke cutter, without the loss of a man.

October 9.—The Lutine, 32, L. Skyunner, with money for the payment of the troops in Holland, &c. with some passengers, was driven in the night, which was exceedingly dark, by a heavy gale on the outer bank of the Vlie Island, and was lost. In the morning not a vestige of the ship could be seen, she having gone entirely to pieces, and all the crew, excepting two, perished.

October 16.—The *Ethalion*, 38, Capt. J. Young, cruising in the Bay of Biscay, discovered in the afternoon three ships, to which she gave chase, which continued all night. In the following morning the *Naïad* and *Alcmene* were seen in chase of two Spanish frigates, with the *Triton* at some distance astern. At nine the *Ethalion* came up nearly with the sternmost, and by signal stood on to the headmost of the enemy's ships, whom she came up with at half-past eleven, and after the second broadside compelled her to strike. She proved to be the *Thetis*, 36, and 250 men, from Vera Cruz to Spain, with 1,411,626 dollars and a valuable cargo. The *Naïad* came up with the other frigate on the 18th, and cut off her entrance to Port de Vidre. At eight a. m. she struck, at the entrance of Muros, and proved to be the *Santa Brigida*, of 36 guns, and 300 men, from Vera Cruz, where she had sailed in company with the *Thetis* on August 21; she had 1,400,000 dollars on board with a cargo of rich merchandize. The fortunate captors carried their prizes safely to Plymouth, whence it was conveyed to the Bank of England in grand procession on December 4. The proportions of prize-money, exclusive of hulls, stores, &c. were as follow:—captains, £40,730: 18s.; lieutenants, £5091: 7s. 3d.; warrant-officers, £2463: 10s. 9d.; midshipmen, &c. £791: 17s. 0½d.; seamen and marines, £182: 4s. 9d.

October 19.—The Impregnable, 98, Capt. J. Faulknor, struck on the Poles, near Chichester Harbour, and was totally lost. On the 20th the Cerberus, 32, Capt. J. Macnamara, in cruising near Cape Ortegal, at five a. m. discovered a fleet to the N. E. to which he gave chase. At eight in the evening he engaged the leading frigate, and had silenced her in half-an-hour, when five other frigates and two brigs came to her assistance. The Cerberus continued to engage the whole from both sides until half-past nine, when she was compelled to haul off, but taking in her retreat one of the convoy.

On October 24, at midnight, the Nassau, 64, G. Tripp, in a
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dreadful

dreadful gale, was driven upon the bank named the North Haak, off the entrance of the Texel, and the sea broke over her with such force, that it was generally expected she would have gone to pieces before day-light. In this condition the ship lay, with her crew almost helpless, until eleven the next day, when the Jalouse sloop appeared, but at too great a distance to render assistance, and the sea was so high as to prevent a nearer approach. At three in the afternoon a boat which had put off, with Capt. M'Intosh of the marines, and a number of other persons, foundered, and the whole perished. At five in the evening, when the gale moderated, the boats of the Jalouse put out and took away 205 of the crew, but the weather prevented farther assistance until the next morning, when the remainder were saved: 42 of the crew perished.

November 16.—L'Espion frigate, armed *en-flûte*, with a detachment of Russian troops returning from the Helder, struck on the Goodwin Sands, through the misconduct of the pilot, and was lost. The people were saved. On the 20th of this month Vice-Adm. Lord Keith sailed from Plymouth in the Queen Charlotte, 100, to take the chief command in the Mediterranean.

November 21.—The Courier hired cutter, Lieut. T. Searle, in cruising near Lowestoffe, captured Le Guerrier French privateer, of 14 guns and 44 men, after a sharp action of fifty minutes. On the 3d of the next month the Racoon sloop, Capt. R. Lloyd, after a running fight, captured L'Intrépide, a French lugger privateer, of 16 guns and 60 men; having also, on the preceding day, taken one of 14 guns and 50 men.

December 4.—The Revenge schooner privateer, commanded by R. Hosier, was attacked in the Bay of Vigo by four Spanish privateers, viz. two schooners, a brig, and a lugger. The wind being southerly, the Revenge maintained a running fight for fifteen minutes, until she cleared the islands to the northward; and the enemy, one of which lost her mainmast, then gave up the chase. The Revenge suffered so much in her rigging that she could not chase to windward; but steering away to the N. W. at two in the afternoon, a schooner came in sight, which was chased, overtaken, and ordered to strike. The answer was a broadside, to which a sharp action ensued for an hour, when the enemy blew up. Eight of the crew were taken from the sea, from whose information it was found that she was the Brillante, of 8 guns and 63 men, which had sailed from Pontevedra in the morning on a cruise.

December 24.—The Ethalion, 38, Capt. J. C. Searle, struck upon a rock in the night, near the entrance of Brest Harbour, having been reconnoitring the French fleet, and was totally lost. The crew saved by the Danæ, Sylph, and Nimrod cutter.

At this time the total amount of French prisoners in England was 25,646, and of British prisoners in France 1470.

1800.—The commencement of this year was marked by dreadful gales and tempestuous weather, particularly on the eastern and north-eastern coasts of the island, where it is said that not less than 100 vessels were lost, and 1000 people perished. On January 3, the Mastiff (g.-bg.), of 12 guns, was lost on Yarmouth Sands, with eight of her crew. This loss was occasioned by a dead calm, which ensued immediately after the vessel got round the buoy of the Cockle, accompanied by the ebb-tide and a heavy swell, which fixed her on the shoal. The conduct of her commander and crew being highly meritorious, they were, by a court of inquiry, a short time

time after, most honourably acquitted. Between three and four o'clock in the morning of the 26th of this month, the *Brazen* (slp.), 18, Capt. J. Hanson, was driven in a gale on the Ave Rocks, near Newhaven, and soon afterwards dashed to pieces in sight of the people on shore, who could render no assistance : the whole of the crew, being 120 persons, one only excepted, perished.

February 5.—The *Fairy* (slp.), 16, J. S. Horton, with the *Harpy*, 18, H. Bazely, in cruising off St. Maloes, discovered a large enemy's frigate running close along shore : to draw the Frenchman out, she tacked about, and the enemy immediately gave chase ; when she came up, a close and brisk action commenced at one and lasted till three, when the enemy made sail. At four, La Loire, the *Danæ*, and *Railleur* frigates, came up, and joined in the chase. On the next morning, La Loire came up with her under the Seven Islands, where, supported by a battery, she fought for two hours and ten minutes before she struck. She proved to be La Pallas, of 42 guns and 360 men. Capt. Horton, who was wounded, with Capt. Bazely, were soon after this action promoted to the rank of post captains.

February 6.—The *Royal Sovereign*, 100, Adm. Sir Alan Gardner, Capt. W. Bedford, with the rest of the Channel fleet, consisting of twenty-seven of the line, and four frigates, including some which afterwards joined, sailed on a cruise off Brest Harbour. On the 6th of the ensuing month (March), the *Phoebe*, 36, Capt. R. Barlow, captured, off the coast of Ireland, L'Heureux, mounted with 22 brass guns, which had mistaken her for an Indiaman, and under that mistake had commenced the attack.

March 9.—The *Repulse*, 64, Capt. J. Alms, having been detached by Adm. Gardner to cruise off the Penmarks, was assailed on this day by a violent gale, which occasioned the ship to roll so suddenly, that Capt. Alms was thrown down near the companion-ladder and one of his ribs broken. The weather had for several days been so thick that no observation could be taken, and it appears that a current drove the ship far out of her reckoning. At about ten o'clock in the night of the 10th she struck on a sunken rock, about twenty-five leagues to the S. E. of Ushant, at a time when she was going at the rate of six miles an hour, and continued striking for near three-quarters of an hour. She was however kept afloat so long as to approach the coast near Quimper, and her crew landed on one of the Glenan Islands, where they were made prisoners, excepting the first lieutenant, master, two midshipmen, and eight men, who escaped in the large cutter, and arrived at Guernsey in four days after. The first lieutenant and master were afterwards broken for disobedience.

March 15.—Adm. Lord Bridport sailed with fifteen sail of the line and four frigates, which were afterwards joined by three others of the line, to join the other part of the Channel fleet then off Brest Harbour. On the same day the *Danæ* frigate, Lord Proby, one of the ships employed to watch the French fleet in Brest Harbour, was taken possession of by a part of the crew, who mutined, and given up to the enemy. Adm. Breux and all the officers behaved to Lord Proby and his officers with the greatest politeness and attention. Several of the mutineers were afterwards taken and executed. On March 23, Adm. Sir A. Gardner returned from his station off Brest with seven ships of the line and a frigate, which required to be refitted.

April 9.—The *Mayflower* privateer, Js. Le Blair, master, fell in

in with and captured, off Cape Pinas, after an action of nearly five hours, *Le Troisième Trailleur* privateer, of 14 guns and 68 men. She also captured the *Neptune* schooner, of 4 guns, having on board Gen. Des Fourneaux and suite, bound to Guadaloupe. On April 18, the following ships, armed *en flûte*, sailed with troops from Torbay, on an expedition to Egypt: viz. *Inflexible*, 64, B. W. Page; *Stately*, 64, Geo. Scott; *Wassenaer*, 64, Ed. Marsh; *Alkmaar*, 56, G. Burdon; *Charon*, 44, R. Bridges; *Sheerness*, 44, J. S. Carden; *Expedition*, 44, T. Wilson; *Hebe*, 38, G. Reynolds; *Pallas*, 38, J. Edmonds; *Romulus*, 36, J. Culverhouse; *Sensible*, 36, R. Sauce; *Niger*, 32, J. Larmour; *Resource*, 28, J. Crispo; and *Vestal*, 28, V. Collard.

April 24.—Lord Bridport having resigned the chief command of the Channel fleet, Adm. Sir Alan Gardner proceeded on this day to sea, with thirty-one ships of the line, three frigates, and a sloop, on a cruise to its former station off Brest Harbour, and was followed two days after by Earl St. Vincent, as commander-in-chief, with the *Namur*, 90, and the rest of the fleet.

Early in June an expedition was sent to Quiberon, to assist the Royalists. See **QUIBERON**.

July 1.—Sir J. B. Warren having learned that a large convoy of the enemy were lying within the island of Noirmoutier, destined for Brest, directed Capt. Martin, of the *Fisgard*, to attempt their destruction in the boats of the squadron. At twelve o'clock they resolutely boarded, regardless of six heavy batteries and flanking guns playing upon them. They succeeded in getting possession of the ship of war, four armed vessels, and fifteen merchantmen, the whole of which, as they could not be gotten off, were burnt. In returning to the squadron, the boats unfortunately grounded on a shoal, which in less than ten minutes became perfectly dry; and by this unfortunate circumstance the British were exposed to an incessant fire from the forts, and 400 soldiers in the rear. Undismayed, they then attacked other vessels, and actually secured one sufficiently large to take off the whole party, which they drew for two miles over the sands, until they were up to their necks in water, but not before 4 officers and 88 seamen were made prisoners. The whole of the brave men employed on this occasion consisted of 7 officers, 1 petty officer, 113 seamen, and 61 marines.

July 3.—In the night, a squadron of frigates, fire-ships, &c. commanded by Capt. Inman, of the *Andromeda* frigate, attempted to capture or destroy four French frigates, which lay in Dunkirk Roads. The *Dart* (slp.), Capt. P. Campbell, with undaunted resolution stood in, and after a dreadful resistance, boarded and carried *La Desirée*, of 40 guns and 350 men. Several fire-ships were now sent in, but were no sooner seen in flames, than the enemy's other ships cut their cables, and escaped into the inner Channel, within the Braak Sand. Capt. Campbell was soon after the action promoted to post rank.

In the night of July 29, Mr. Jeremiah Coghlan, acting lieutenant of the *Viper* cutter, performed an unexampled exploit of courage and address. When watching off Port Louis, he entreated Sir Edward Pellew to let him have a ten-oared cutter, with twelve volunteers: these being obtained, he, with Mr. Padden, midshipman, and six others, making in all twenty persons, accompanied by his own boat, and one from the *Amethyst*, determined to board a gun-brig, armed with 7 guns, full of men, protected by batteries on

on shore, armed craft, and an admiral's ship and two frigates being at a short distance. Suffice it to say, although the enemy early discovered his approach, and the other two boats were considerably distant, Mr. Coghlan determined to attack the brig alone, and boarded her on the quarter: all his men were knocked back into the boat, and himself pierced through the thigh. This repulse only augmented their invincible ardour; and after hauling the boat further ahead, they boarded again, and succeeded in bringing her off, in spite of an obstinate conflict with 87 of her crew, and 16 soldiers, the fire of the batteries and armed craft. The enemy had 6 k. and 20 w. This service was performed, on Mr. Coghlan's part, with the loss of only 1 man k. and 8 w. including himself and Mr. Padden, who was wounded in six places, and twice beat into the boat. The captured brig was named *Le Cerbère*, and was given up by the squadron to the conquerors, to mark their sense of such heroism. Earl St. Vincent also presented Mr. Coghlan with a handsome sword, as a particular testimony of his individual approbation.

August 22.—Adm. Sir Alan Gardner struck his flag on board the Royal Sovereign, was created a peer of Ireland, and succeeded Adm. Kingsmill in the chief command on the Irish station.

August 25.—A squadron, under Rear-Adm. Sir J. B. Warren, with troops commanded by Gen. Sir J. Pulteney, made a descent in the Bay of Playa de Dominos, near Ferrol, which proved unsuccessful, and the troops were re-embarked on the 27th. See FERROL.

August 29.—The boats of Sir J. B. Warren's squadron, under the command of Lieut. Burke, of the *Renown*, attacked a French privateer, moored close to the batteries in Vigo Bay. The French commander, resolved on an obstinate defence, laid the hatches over to prevent his people running down, and even cheered the boats as they advanced. After a desperate resistance of a quarter-of-an-hour, she was carried, having sustained a loss of 25 k. and 40 w., among whom was her commander, mortally: on our side, 4 k., and Lieut. Burke, of the *Renown*, with 2 other lieutenants, and 17 men, w.

September 25.—The *Hound* (bg.), of 18 guns, Capt. W. J. Turquand, is supposed to have struck, in a heavy gale, upon a sunken rock, off the eastern side of the Shetland Islands, and every man perished.

October 23.—The *Indefatigable*, 44, Hon. H. Curzon, in company with the *Fisgard*, 44, T. B. Martin, came up with and captured, without resistance, the *Venus* French frigate, of 32 guns and 200 men, bound from Rochfort to Senegal.

In the night of November 4, the *Marlborough*, 74, Capt. T. Sotheby, while cruising in company with the Captain, 74, Sir R. J. Strachan, struck on a ledge of rocks near Belleisle, where she hung for several hours, but with great exertions was gotten off by throwing overboard all the guns and heavy stores; notwithstanding which, and the masts being cut away, it became necessary to abandon her. The crew were saved by the Captain, and a Danish ship; soon after which the *Marlborough* sunk at her anchors.

November 6.—Lord Nelson landed at Yarmouth, having returned from Egypt by the way of Germany. On November 13, the *Milbrook* schooner, of 18 guns and 45 men, commanded by Lieut. M. Smith, being off Oporto, with two brigs of the Newfoundland convoy under his protection, fell in with a French privateer, of 36 guns,

guns, early in the morning, which he determined immediately to make up to and attack, the better to favour the escape of the convoy. The weather being calm, it was near nine before he came within shot of the enemy, when an action commenced, and was maintained with true British spirit till ten o'clock, at which time the enemy's colours appeared to be struck: but such was then the deplorable state of the Milbrook, that she could not prevent the enemy from taking advantage of a breeze to get off, aided by the use of his sweeps. The Milbrook, in this brilliant encounter, had but ten wounded. The French vessel was *La Bellone*, of 36 guns and 320 men. She afterwards put into *Vigo*, with the loss of her captain, first officer, and 20 men killed, and 45 wounded. Lieut. Smith was soon after promoted to the rank of commander.

November 18.—The boats of the squadron under Sir R. Strachan destroyed *Le Réolaise*, a French corvette, under the batteries of the *Morbihan*. The service was executed with great spirit by lieutenants Hennah, Clyde, Clarke, Skottowe, and Rodney, who had 1 man killed and 7 wounded.

December 5.—Capt. Sir Home Popham sailed for the Red Sea, with a small squadron, consisting of the *Romney*, 50, the ship which he commanded; the *Sensible*, 36, *en-flute*, R. Sauce; *Sheerness*, 44, *en-flute*, J. S. Carden; and *Wilhelmina*, 36, *en-flute*, J. S. Lind. These ships were intended to assist in the frustration of the designs of the French armies in Egypt, which was afterwards so successfully accomplished.

December 19 & 20.—A convention was signed for the re-establishment of an armed neutrality between Russia and Sweden, and afterwards acceded to by Denmark, "to protect them," as the declaration expressed, "from the perfidious enterprises of a great power (England), which had sought to enchain the liberty of the seas by capturing Danish convoys," &c.—The circumstance here alluded to refers to an action which took place on July 25, between a squadron of English frigates, cruising off *Ostend*, and a Danish frigate, the *Freya*, having two ships, two brigs, and two galliots, under her convoy. Capt. Baker, of the *Nemesis* frigate, the senior officer of the squadron, hailed the *Freya*, and said he would send his boat on board the convoy to inspect them. The Dane threatened to fire into the boat, if such an infraction of his orders were attempted. The boat, however, was lowered down, and making towards the convoy, several shot were fired at her from the *Freya*, which missing the boat, struck the *Nemesis*, and killed one man. Capt. Baker then gave the Dane a broadside; a warm action commenced, and after twenty minutes she struck. The frigate and convoy were then carried to the Downs.—A question immediately arose between the British and Danish courts on the right of searching neutral vessels under convoy; the former maintaining that armed vessels conveying fleets afforded no security against their carrying illegal cargoes; and the latter asserting that such inspection was not warranted by precedent, the best assurance for such fleet containing no warlike stores being its sailing under the flag of the neutral country.—Lord Whitworth demanded indemnification from the Danish court, which was rejected, and the different parties prepared for that state of warfare, which terminated with the battle off *Copenhagen*, on April 2, 1801, as stated under its proper head.

1801.—On the first day of this year the union of the kingdoms of Great Britain and Ireland was established by the acts of the respective

tive parliaments of the two kingdoms: a new and nearer political connexion therefore took place between them. At this time also a great confederacy had just been entered into between the northern powers, which threatened this country with an increase of her enemies. Thus both the internal and external relations of Britain were changed; but Fortune still smiled on the navy of Britannia, and Victory continued to elevate her name to a higher pitch of glory.

January 9.—The Constitution hired cutter, of 12 guns and 40 men, commanded by Lient. W. H. Faulknor, was captured, after a very severe struggle, by two French privateers, of 14 guns and 80 men each, off the Isle of Portland; but retaken the same evening by the Harpy (bg.), 18, and Greyhound revenue cutter. On the 14th of this month an embargo was laid on all Russian, Swedish, and Danish ships, in Great Britain and Ireland.

January 23.—A French squadron, of six ships of the line, two frigates, and a lugger, commanded by Vice-Adm. Gantheaume, took the advantage of a strong N. E. gale, by which the British fleet was driven from its station, to make its escape from Brest Harbour. Rear-Adm. Sir R. Calder, with seven sail of the line and three frigates, from the Channel fleet, almost immediately sailed in quest of them, but was unsuccessful. The French squadron, although dispersed on its way by adverse weather, afterwards passed up the Mediterranean; having captured on its passage the British fire-ship Incendiary, of 14 guns, Capt. Dunn, and the Sprightly cutter, 12, Lieut. Jump; both of which were afterwards scuttled. The Success, 32, Capt. Peard, was likewise taken by the same squadron, but retaken in the month of September.

January 26.—L'Oiseau, Sirius, and Amethyst frigates, captured, near Cape Belem, after a chase of forty-two hours, and a short running fight, La Dédaigneuse, of 36 guns and 300 men. In the same night the Concorde, 36, Capt. R. Barton, being off Cape Finisterre, with a captured Swedish ship in tow, fell in with the squadron under Vice-Adm. Gantheaume, and was chased by one of his frigates. On the 27th, at day-light, Capt. Barton perceiving the frigate was at a considerable distance from the squadron, brought her to close action, and completely silenced her fire in forty minutes; but the French squadron coming up, robbed the Concorde of her prize, and she then bore away for England, to communicate the probable destination of Gantheaume's squadron. The captain of the French frigate, with 24 men, were wounded; the third lieutenant and 9 men killed.

February 21.—A change having taken place in the board of Admiralty, the Hon. Adm. Cornwallis succeeded Earl St. Vincent in the chief command of the Channel fleet; the latter having accepted the appointment of first lord of the Admiralty. In this month Adm. Sir Hyde Parker hoisted his flag on board the London, 98, as commander-in-chief of an expedition destined for the Baltic; Vice-Adm. Lord Nelson hoisted his flag on board the St. George, 90, as second in command; and Rear-Adm. Graves hoisted his in the Defiance, 74, as third in command of the same fleet.

February 23.—Lieut. Lloyd, in the Nimble cutter, after a short action, took the Buonaparte French privateer, of 14 brass guns and 100 men, off the Isle of Wight.

4 12.—The squadron for the Baltic, consisting of seventeen of the line, with a number of frigates, gun-vessels, &c. sailed from Yarmouth under the command of Adm. Sir Hyde Parker.

On

On March 16 the *Invincible*, 74, Rear-Adm. T. Totty, Capt. J. Rennie, on its passage to join the Baltic fleet, struck on the sand called Hammond's Knoll, off the coast of Norfolk. Being lightened, and the masts cut away, she swung off at about five o'clock, into seventeen fathoms water; but the rudder being gone, she was again unfortunately driven on the bank. A fishing-smack now approached the wreck, and two boats were put out, into which Rear-Adm. Totty, the purser, four midshipmen, three of the admiral's servants, and six seamen, entered, and reached the smack in safety, as did the other boat. The boats then returned to the ship, and back to the smack; but one was forced away, and all on board must have perished had not a collier picked them up, and rendered every assistance in her power in saving the people on the wreck. The smack remained at anchor all Monday night, and on the following morning the master, fearing to go any nearer to the wreck, Rear-Adm. Totty caused the cable to be cut, and immediately proceeded to the ship. Dreadful, however, to relate, while hope seemed to have once more rekindled in the bosoms of the sufferers, the wreck floated into deep water, and gradually sunk. The launch was gotten out, and filled with as many as she could hold, who had just time to clear the poop before the ship, with 400 people, went to the bottom. Many who attempted to board the launch, then overladen, were struck off the oars, and in a few seconds perished. Capt. Rennie, after the ship sunk, attempted to swim to the launch, and had reached to the point of the oars, when nature, exhausted, gave up the struggle, and this meritorious officer resignedly followed the fate of his ship. The loss was occasioned by the ignorance of the pilot, who, it is supposed, had omitted to allow for the operation of the tide, which is frequently very rapid in the Gattway.

April 2.—A great victory was obtained over the Danes off Copenhagen. See COPENHAGEN.

April 3.—Capt. Sir Edward Hamilton, in the *Trent*, 36, dispatched his boats, under the command of Lieutenants Chamberlayne, Scallan, and Bellamy, with Lieut. Tate, of the marines, to intercept a large French ship, protected by a cutter and lugger privateer, and proceeding from the anchorage of Brehat to Plampoul. After a severe conflict, and in face of several batteries, the lugger and several boats were driven on the rocks: the ship was then gallantly boarded by Lieut. Chamberlayne, and carried, in which service the marine officer lost his leg.

Early in May, Sir Hyde Parker resigned the chief command of the Baltic fleet to Lord Nelson, and returned home in the *Blanche* frigate.

May 16.—The boats of the *Naiad* and *Phæton*, commanded by Lieut. Marshall, captured and destroyed *El Raposo* and *L'Alcedia*, two Spanish armed vessels lying in the port of Marim, near Pontevedra, and protected by a 5-gun battery.

June 4.—The embargo was taken off all Russian, Danish, and Swedish vessels; and on the 17th a convention was signed between Great Britain and Russia. At this time Vice-Adm. Pole arrived in Kiøge Bay to relieve Lord Nelson, who returned to England in the *Kite* brig, for the re-establishment of his health. Vice-Adm. Pole remained in the Baltic till the end of July, when, circumstances no longer requiring a powerful fleet to be kept in that quarter, he returned to join the Channel fleet.

Early in June, Rear-Adm. Sir Robert Calder rejoined the Channel

nel fleet, after having proceeded, from misinformation, to the West Indies, in search of the French Adm. Gantheaume, and having visited Barbadoes, Martinico, and Jamaica. On the 16th of this month, Rear-Adm. Sir J. Saumarez sailed with a squadron of five ships of the line, a frigate, and a sloop, to blockade the port of Cadiz.

July 21.—The boats of the Doris, Beaulieu, and Uranie frigates, with two from the Robust, directed by Lieut. Woodley Losack, of the Ville de Paris, and Lieut. Keith Maxwell, of the Beaulieu, performed a most gallant exploit, in cutting out, in the night, La Chevette, a corvette of 20 9-pounders and 350 men: the enemy expected the attack, and were prepared to receive them, having ranged his men three deep along the booms, all well armed. Regardless of a tremendous fire from the corvette and the batteries, the British moved on, boarded, and, after an obstinate defence, carried their prize, in sight of the combined fleets lying in Brest, of which three sail of the line had appeared in support of the corvette, but retired on seeing the English fleet. La Chevette had 92 k. and 62 w. The British 11 k. and 57 w. Among the slain were Lieut. Sinclair of the marines, of the Beaulieu, and Lieut. W. Burke, of the Mars, who died at Plymouth, of his wounds. On this day, the Jason, 36, Hon. Capt. Murray, was wrecked in the bay of St. Maloes. On July 27, the Immortalité, 36, H. Hotham, being on a cruise to the westward, in company with the Arethusa, 38, T. Wolley, captured L'Invention, a French privateer, of 24 guns and 210 men, then upon her first cruise. This was a beautiful new vessel, on a new construction, built on a plan designed by her commander, M. Thibaut, having four masts, rigged as usual, and all her guns on a flush deck; length 147 feet, breadth 27.

August 3.—Lord Nelson made an unsuccessful attack upon the flotilla at Boulogne. See BOULOGNE.

August 10.—Vice-Adm. Pole, in the St. George, 98, arrived at Spithead with five other ships of the line, which had formed part of the Baltic fleet; and in nine days after proceeded with them on a cruise off Cadiz.

August 20.—The boats of the Fiskard, Diamond, and Boadicea frigates, commanded by Lieut. Piper, with great spirit, boarded and brought out of Carrunna, El Neptune, a new ship, of 20 guns, a gun-boat, and a merchant ship; they were towed out amidst an incessant fire from the batteries, without any loss. On the same day, six flats near St. Valery, defended by five field-pieces and the military on shore, were destroyed by a small squadron, under Capt. Rose, of the Jamaica frigate.

During the rest of the summer, the blockade of Brest harbour was kept up by Adm. Cornwallis with such unexampled vigilance, that not even the smallest vessel could make its escape. An in-shore squadron was always either at anchor, or cruising close in with the harbour, the main body of the fleet remaining at the same time in the offing. This was not the case with Brest only, but with all the other principal ports of the republic; the reconnoitring squadrons being proportioned to the importance of the object. No British ship, of any description, was permitted to return into port, excepting from absolute necessity; and the commander-in-chief himself set the first and most eminent example of persevering activity, as he never returned to port from the month of February, when he first joined the fleet, until he was ordered back, in the month of

R

October,

October, when the preliminaries of peace were signed, and the proclamation issued for the cessation of hostilities.

1802.—The sum of £52,609 was subscribed this year for the benefit of the wounded, and the families of those who were killed in the battle off Camperdown.

1803, *May 18*.—After a peace, or rather armed truce, of about twelve months, hostilities were renewed between Great Britain and the republics of France and Holland; the grounds for which, as set forth at full length in a declaration issued by the British government, were stated to be the repeated indignities that had been offered by the French government to his majesty and his people, and the views of ambition and aggrandizement by which that government was actuated. Capt. Pearson, of the *Doris*, 36, captured the French lugger *L'Affronteur*, after a contest on the part of the Frenchman "fraught with temerity." She mounted 14 long-nines, with 92 men. Her captain and eight men were killed, and fourteen wounded, one of whom died afterwards.

June 27.—Capt. F. Maitland of the *Loire*, 40, sent three of its boats, commanded by Lieuts. Temple and Bowen, who in a most gallant manner boarded, and after a severe conflict of nearly ten minutes on her deck, carried the national brig *Venteux*, bearing four long 18-pounders, and six 36-pound brass carronades, lying close under the batteries of the *Isle of Bas*. When it is considered that the *Venteux*, perfectly prepared, manned with 82 men, all of whom were upon deck, and covered with very heavy batteries, was opposed to the crews of two of our boats (as the third, from rowing heavy, did not get up till the brig was completely gained possession of), it must be viewed as one of those brilliant exploits which add lustre to the British arms. The success of Mr. Temple's daring attempt speaks for itself; and Mr. Bridges, who had served his time, and passed for lieutenant nearly a year, greatly distinguished himself in this action; and the conduct of every officer and man was highly meritorious. Mr. M'Guire, the boatswain, and four seamen and a marine, were severely wounded. The second captain and two seamen of the *Venteux* were killed, and eight wounded.

July 2.—The *Minerve*, 36, Capt. Brenton, went on shore in a very heavy fog, on a rock near Cherbourg, close under two batteries, which, the moment the fog cleared away, began a very heavy firing. Capt. Brenton, finding resistance ineffectual, was under the painful necessity of surrendering.

August 13.—The ports of Genoa and Spezzia were declared by government in a state of blockade.

August 17.—General reprisals were issued by government against the Ligurian and Italian republics.

August 25.—Capt. Burke, of the *Sea-Gull* sloop, 18, after an action which redounded to the credit of himself, officers, and crew, recaptured the *Lord Nelson* East Indiaman, which had been captured thirteen days before by the *Bellone* privateer, of 36 guns and 320 men, by boarding. Two able seamen were killed, seven and a marine wounded; amongst the latter was Lieut. William Davis (senior lieutenant).

September 6.—The entrance of Havre de Grace and the other ports of the Seine were declared to be in a state of blockade.

September 12.—Adm. Sir James Saumarez, in the *Cerberus*, 32, with the *Terror* bomb, 10, and *Carteret* cutter, sailed from Guernsey

sey for the purpose of attacking the gun-vessels at the port of Granville. The admiral anchored near shore, having only sixteen feet at low water. The *Terror* came up, but grounded, and it was some time before Capt. Hardinge could place his ship in the position assigned to her, which, when he had done, he opened a brisk fire from his two mortars, which was returned from the mortar and gun battery on the heights near the town, and also from some guns on the pier, and twenty-two gun-vessels placed at the entrance. In this intricate service great zeal and gallantry were displayed, and though it is impossible to ascertain the damage the enemy must have sustained, it is supposed to have been considerable.

September 14.—Capt. Owen of *L'Immortalité*, 36, with the *Perseus* and *Explosion* bombs, attacked the batteries of Dieppe, and vessels building there (in number seventeen). After setting the town on fire, Capt. Owen proceeded with the bombs off *St. Valéry en Caux*, where they were constructing six vessels, and opened a fire upon that place for an hour. The enemy was for the most part driven from their batteries, the inhabitants flying to the country; and from the direction in which many of the shells burst, they must have suffered much. Notwithstanding the enemy's fire was heavy, and well-directed, especially from Dieppe, and that many of their shot took effect, the loss was but small. Captains Methuis and Paul managed the bomb-vessels with great skill.

September 20.—The *Princess Augusta* (hired armed cutter), 8, had a severe action with two Dutch schooners, the one having 12 guns and 70 men, the other 8, and 50 men: her lieutenant, I. W. Scott, gunner, William Lavender, and boatswain, William Cornelius, were killed. The lieutenant in his dying moments recommended the master to fight the cutter bravely, and to tell the admiral he did his duty; thus endearing his memory to his country, by falling gloriously in its cause, with the heroism of a British officer. The first broadside of the largest Dutch schooner did all this mischief. The broadside was returned by the *Princess Augusta*. The Dutchman then attempted to board several times to windward, which was the larboard side: the smallest likewise made a similar attempt; but after an hour's engagement at close quarters, with the bowsprit of the largest over the stern of the *Princess Augusta*, they were several times beaten off. The rigging and hull of the latter were so much damaged, and two men being killed, and three wounded, out of her small number, she was not able to renew the action. When it is recollected that the *Princess Augusta* is one of the smallest cutters, being about 70 tons, the conduct of Joseph Thomas, the master, and the crew of this little vessel, fighting bravely after the loss of their officer, and beating off two vessels of such superior force, is above all encomium.

September 28.—Capt. Jackson, of the *Autumn* (slp.), 16, bombarded Calais, and the gun-boats in its port.

October 9.—Capt. Masefield, of the *Atalante* (slp.), 16, drove on shore off the mouth of the river Pennerf, part of a convoy, consisting of two ketches and one brig. Thinking it possible to cut them out in the night, he dispatched Lieut. Hawkins in the six-oared, and Mr. Richard Burstall, master, in the five-oared cutter, and stood in with the brig to protect them. Lieut. Hawkins boarded and took possession of the in-shore vessel, but found her aground, a number of troops on the beach firing on his boat, assisted by two field-pieces, and a party of troops on board the other two vessels

(previously embarked from the shore). After cutting her cable, and firing a considerable time on the other vessel near him, he found it impossible to do any thing with her, and therefore leaving her, went to the assistance of the other boat, which had by this time boarded the brig, in defiance of a party of ten or twelve soldiers, with their muskets and sabres, killed six of them, hove two overboard, and drove the rest with the crew below. After cutting her cable also, finding she was aground, and a light vessel, they returned with both boats on board, humanely abstaining from setting fire to her, as several people were heard below, supposed to be wounded. Mr. Burstall, the master, the serjeant of marines, and five other men, boarded this vessel. The resolute bravery and gallantry of this action merit the highest praise. On the first fire of the soldiers, one man, Henry Brenman, sailmaker, was killed, and two seamen wounded. The enemy's brig was lying the next morning on a ridge of rocks, apparently bilged.

October 31.—Lieut. Shippard, of the Admiral Mitchell cutter, 12, off Boulogne, attacked, in a most gallant manner, six sloops and schooners, and a gun-brig, of 12 32-pounders, close under the batteries at Patel; and, after engaging them two hours and a half, drove the brig and one of the sloops on shore. As this action happened immediately under the camp at Boulogne, it must have been highly gratifying to the little crew (thirty-five in all) to observe the hills covered with troops.

November 15.—Capt. J. Dunbar, of the Poulette, 20, had the good fortune to fall in with a French convoy of about thirty sail, escorted by a national brig and other armed vessels, the whole of which were driven on the rocks off Cape La Hague; three of them were cut out by the Poulette's boats, assisted by the Liberty brig, under a smart fire from the shore.

November 25.—Capt. J. Maitland, of the Boadicea, 32, captured, off Cape Finisterre, the French national lugger *Le Vanteur*, of 12 guns and 92 men, having on board dispatches from Gen. Rochambeau, at Cape François.

November 28.—Capt. R. Winthrop, of the Tonnant, chased the Bayonnaise French frigate, of 32 guns and 200 men, into Finisterre Bay, where she ran on shore, was fired by her crew, and blew up.

December 19.—Lieut. R. Young, of the Speculator hired lugger, drove on shore between Calais and Gravelines four French gun-boats, full of troops, two of which were instantly wrecked.

December 25.—It blew a dreadful hurricane, which continued some days, and did considerable damage amongst the shipping.

1804, *January 3.*—The Archer (G. V.), 14, Lieut. Sheriff, after a short action off Boulogne, captured a French lugger gun-vessel of one 18 and one 12-pounder, commanded by an ensign de vaisseau. On the 10th of the same month, the boats of the Scourge, 18, W. Woolridge, commanded by Lieut. W. J. Hughes, cut out of the Vlie Road, from under the batteries, an English ship of 400 tons burthen, mounting 8 guns, laden with timber, which had been captured by the enemy.

January 25.—The Cerberus, 32, W. Selby, out of a convoy of four gun-vessels, captured one, and drove another on shore near Cape La Hague.

January 30.—The Tribune, 36, and Hydra, 38, fell in with twenty of the enemy's flotilla, off Cape La Hague, from St. Maloes, bound to Cherbourg, and captured three gun-brigs and a lugger.

March

March 31.—Captains Hardinge and Pelly, of the sloops *Scorpion* and *Beaver*, 18, made a most spirited and gallant attack, with the boats of these ships, on the Dutch brig *Atalanta*, of 16 guns and 76 men, at anchor within the Vlie Roads, and after a sharp contest took possession of her. The *Scorpion* had 5 wounded. Capt. Carp, of the *Atalanta*, was killed; 4 officers and 8 seamen wounded.

May 9.—The *Ethalion*, 36, C. Stuart, after a six hours' chase off Bergen, captured the Dutch national brig *L'Union*, of 16 guns and 81 men.

May 17.—Com. Sir S. Smith, of the *Antelope*, 50, with the *Penelope*, 36, W. Broughton; *Aimable*, 32, W. Bolton; *Cruiser* (slp.), John Hancock, and *Rattler* (slp.), Francis Mason, attempted to prevent the enemy's flotilla, of fifty-nine sail, which had pushed out from Flushing, from forming a junction with that at Ostend; but the greatest part succeeded in reaching the latter place. One *schuyt*, that had hawled out of the line and surrendered, was taken possession of. The squadron had 13 k. and 32 w.

July 23.—Capt. Oliver, of the *Melpomene*, 44, with his squadron, bombarded Havre, and the shipping in its port. The town was observed to be on fire, and the shipping suffered considerably.

August 1.—Capt. Oliver, of the *Melpomene*, with the *Ariadne*, *Trusty*, *Magnanime*, *Merlin*, and *Favorite*; *Hecla*, *Meteor*, *Explosion*, and *Zebra*, bombs; *King George*, *Hope*, *Nancy*, *Countess of Elgin*, and *Locust*, cutters, made another attack on the numerous vessels in Havre pier, as well as those which were moored outside, amounting to 28 brigs, and as many luggers. The town was very soon observed to be on fire in two places. The attack was renewed the following day, and was incessant for near three hours with bombs and carcasses.

August 9.—The ports of Fecamp, St. Vallery en Caux, Dieppe, Treport, the Somme, Etaples, Boulogne, Calais, Gravelines, Dunkirk, Newport, and Ostend, were declared to be in a state of blockade.

October 2.—Great preparations were making during this year in the different ports on the French coast and Holland, professedly for the invasion of England. A prodigious flotilla of gun-boats, &c. was collected in the port of Boulogne, and an encampment of numerous troops formed in its neighbourhood. Every opportunity was taken, and different plans tried, by our squadrons, for the destruction of the enemy's flotilla; the most accessible points of the coast were fortified, and a general system of defence was adopted throughout the country, to repel any attempt the enemy might make upon our sea-girt isle. On October 2 an experiment was made to try the practicability of burning the enemy's flotilla when out in Boulogne roads. For this purpose a new sort of fire-ship was invented: three smacks were loaded with about forty barrels of gunpowder, covered with flint stones closely stowed. The smacks were sunk very low in the water, painted to resemble the sea, and scarcely distinguishable from it at night. They were furnished with a box of machinery, upon the principle of clockwork, which, upon being put in motion by a string pulled by the conductor, would, after any given interval, from ten minutes to six hours, produce an explosion. They were towed by the ships as near as possible to the enemy, and then a person in a small boat, called a catamaran, with a paddle, continued to tow them till they were alongside the enemy's

enemy's vessels. Besides these were five sloops fitted as fire-ships. The attack began at ten at night. The explosions were tremendous, setting the enemy's flotilla on fire, and destroying several vessels. The expedition was superintended by Lord Keith and Sir H. Popham. See **BOULOGNE**.

October 3.—As Capt. John Hancock, of the Cruiser (slp.), 18, with the gun-brigs and cutters, Blazer, 12, Conflict, 14, Tigress, 12, Admiral Mitchell, 12, Griffin, 6, and Escort, 14, were standing in to reconnoitre the port of Boulogne, the enemy's flotilla, consisting of two praam ships, with eighteen schuyts, put to sea from Ostend to run to the westward. Capt. Hancock brought to close action the headmost ship, which continued for some time, but the tide fell so rapidly, and the enemy kept in such shoal water, he was obliged to desist. Lieut. Ormsby, in his gallant zeal to close with the enemy, unfortunately ran the Conflict aground, and he was under the necessity of quitting her with his people. The English squadron had 1 seaman k. and 11 w.

October 8.—Capt. Henniker, of the Albacore (slp.), 18, attacked and drove five French gun-luggers on the rocks off Grosnez, within a few hundred yards of the French coast, and under a heavy fire from the enemy's batteries and vessels.

December 19.—An embargo having been laid upon all British ships in the ports of Spain, the same measure was adopted with respect to all Spanish ships in the ports of the United Kingdom.

1805, January 11.—Spain having declared war against Great Britain, general reprisals were issued against her, and a declaration of war took place on January 26.

February 3.—The Arrow sloop, 18, Capt. Vincent; and Achéron bomb, 8, Capt. Farquhar, after a long and most gallant defence, were captured and destroyed by two French frigates, one of which was L'Hortense, of 44 guns.

February 13.—The Melampus, 36, S. Pointz, captured, near the Passage du Raz, two gun-brigs, carrying 2 24 and 1 18-pounder each; and 4 luggers, mounting 1 18-pounder each. The Rhoda and Frisk armed cutters, the latter commanded by Lieut. J. Nicholson, captured two luggers also of the same description.

March 10.—Mr. Thomas Musgrave, commander of the Kitty private sloop of war, after an action of one hour and a half, captured the Spanish private ship of war Felicity, of 20 guns and 170 men. One of the Kitty's men was killed, and two dangerously wounded. This action was highly creditable to British valour, as not twenty of the Kitty's crew ever saw a gun fired before, and not twice that number were ever at sea before leaving the Downs on the 3d instant.

April 13.—Capt. P. Carteret, of the Scorpion brig, 18, in company with the Providence (A. S.) 16, Capt. Rye, captured L'Honneur Dutch schooner, of 12 guns. She had on board 1000 stand of arms, a complete set of clothing for that number of men, and a considerable quantity of warlike stores; she had besides two field-pieces and two mortars, tents, &c. for troops. Jean Saint Faust, so noted for his successful depredations on the British commerce in these seas, was a passenger on board of her.

June 2.—Capt. Maitland, of the Loire, 40, sent the launch and two cutters, under Mr. Yeo, first lieutenant, to bring out a small vessel which was discovered standing into the bay of Camarinas,

rinas, to the eastward of Cape Finisterre. From the intricacy of the passage, the boats did not get up till break of day, when they found two small privateers moored under a battery of 10 guns. Undaunted, however, by a circumstance so little expected, Mr. Yeo ordered the launch, commanded by Mr. Clinch, to board the smallest, while he, with the two cutters, most gallantly attacked and carried the largest, a felucca of 3 guns, 4 swivels, and 50 men. The launch had the same success, the fort opening a fire so ill directed as to do little damage. Being perfectly calm, close under the guns of the battery, and no possibility of receiving assistance from the Loire, Mr. Yeo was compelled to abandon the smallest vessel, a lugger of 2 guns and 32 men, to secure the felucca. When the crew of the felucca was mustered, 19 out of 50 were missing, some of whom had jumped overboard; but the greater part were killed by the pike, there being no weapon used but that and the sabre. The Loire's men, including officers, only amounted to 36, opposed to 80 Spaniards, with their vessels moored to the walls of a heavy battery. The name of the privateer captured was the *Esperanza*, *alias* San Pedro.

June 3.—Capt. Maitland being informed that there was a French privateer, of 26 guns, fitting out at Muros, thought it practicable to bring her away, or destroy her; he accordingly appointed Mr. Yeo to head the boarders, amounting, officers included, to 50 men. On hauling round the point of the road, a small battery of two guns opened a fire on the ship, which was returned; but perceiving it would be a considerable annoyance, Mr. Yeo pushed on shore, and spiked the guns. As the ship drew in, and more fully opened the bay, Capt. Maitland perceived a very large corvette, called the *Confiance*, of 26 ports, and a large brig, called *Le Belier*, of 20 ports; but neither of them firing, he concluded they had not their guns on board. The sole object of his attention therefore was the fort, which began a well-directed fire, every shot taking place in the hull. The fire was returned with great effect, and the fort would, no doubt, have been soon silenced, notwithstanding its spirited defence, had it not been completely embroiled. Mr. Yeo's gallantry soon put an end to their fire. After taking the small battery on the point, Mr. Yeo perceived, at the distance of a quarter of a mile, a regular fort, ditched, and with a gate, which the enemy (fortunately not suspecting his landing) had neglected to secure, and which was firing upon the ship. Without waiting for orders, he pushed forward, was the first to enter the fort, with one blow laid the governor dead at his feet, and after a dreadful slaughter on the part of the enemy, the remainder surrendered, and the British colours were instantly hoisted. Lieut. Mallock, of the royal marines; Mr. Charles Clinch, master's mate; and Lieut. Douglas, of the royal marines, conducted themselves with great gallantry; indeed every seaman and marine of the party behaved with such bravery, that nothing could withstand them; and, to the credit of their valour as Britons, as well as of their profession as seamen, the instant the fort was taken, they seemed to try who could be the first to relieve and assist the poor wounded prisoners, lying in numbers in different parts of the fort. Thus they "conquered to save;" and their humanity was amply repaid by the gratitude of the unfortunate men's friends, when they came to take them away. The British had 15 wounded; the governor of the fort, and a Spanish gentleman who had volunteered,

teered, the second captain of the *Confiance*, and nine others of the Spaniards, were killed; thirty, amongst whom were most of the officers of the *Confiance*, were wounded. The enemy's force, at the commencement of the action, was a fort of 12 guns, 22 soldiers, several Spanish gentlemen and townsmen volunteers, and about 100 of the ship's company of the *Confiance*.

July 22.—Vice-Adm. Sir Robert Calder, with a detachment of the Channel fleet, consisting of 15 sail of the line, 2 frigates, a cutter, and a lugger, in lat. 43 deg. 30 min. N. and long. 11 deg. 17 min. W. discovered the combined squadrons of France and Spain, consisting of 20 sail of the line, 3 large ships, armed *en flute*, of about 50 guns each, with 5 frigates, and 3 brigs. Sir Robert immediately stood towards the enemy in close order of battle, and, after an action which lasted upwards of four hours, during which were intervals of very thick fog, he succeeded in capturing the *St. Rafael*, of 84, and *La Firme*, of 74 guns, both Spanish. The following are the names of the ships which composed the British line of battle on this occasion, with the names of their commanders, and the number of killed and wounded in each, viz. *Hero*, 74, Hon. A. H. Gardner, 1 k. 4 w.; *Ajax*, 80, W. Brown, 2 k. 16 w.; *Triumph*, 74, H. Inman, 5 k. 6 w.; *Barfleur*, 98, G. Martin, 3 k. 7 w.; *Agamemnon*, 64, J. Harvey, 3 w.; *Windsor Castle*, 98, C. Boyles, 10 k. 35 w.; *Defiance*, 74, P. C. Durham, 1 k. 7 w.; *Prince of Wales*, 98, Vice-Adm. Sir R. Calder, Capt. W. Cuming, 3 k. 20 w.; *Repulse*, 74, Hon. A. K. Legge, 4 w.; *Raisable*, 64, J. Rowley, 1 k. 1 w.; *Dragon*, 74, E. Griffiths, none; *Glory*, 98, Rear-Adm. C. Stirling, Capt. S. Warren, 1 k. 1 w.; *Warrior*, 74, S. H. Linzee, none; *Thunderer*, 74, W. Lechmere, 7 k. 11 w.; *Malta*, 84, E. Buller, 5 k. 40 w.; frigates, *Egyptienne*, 40, Hon. C. E. Fleming; *Sirius*, 36, W. Prowse, 2 k. 3 w.; *Brisk* cutter, Lieut. J. Nicholson, none; and *Nile* lugger, G. Fennel, none. Total 41 k. 158 w. The enemy's fleet consisted of thirteen French and seven Spanish ships of the line: of the former there were one of 84 guns, four of 80, and nine of 74 guns; of the latter one of 84 guns, one of 80, two of 74, and two of 64; besides the three ships armed *en flute*, five frigates, and three brigs, above mentioned.

August 10.—Capt. Baker, of the *Phoenix*, 36, captured the *Didon*, of 44 guns and 330 men, a remarkably fine frigate, and the fastest sailer in the French navy. The action commenced at a quarter past nine in the morning, and lasted three hours, within pistol shot, during which all the ropes of the *Phoenix* were cut to pieces, her main-topsail yard shot away, and most of her masts and yards severely wounded. The necessity for Capt. Baker engaging to leeward, in order to prevent the possibility of the enemy's escape, exposed the *Phoenix* to several raking broadsides before it was prudent to return the fire; and the superiority of *La Didon*'s sailing, added to the adroit manœuvres of her captain, Milins, shewed the skill and gallantry with which Capt. Baker had to contend. Owing to the lightness of the wind, and *La Didon*'s attempt to board, the starboard quarter of the *Phoenix* was brought in contact with her larboard bow, in which position she remained full three quarters of an hour, subject to a galling fire of musketry, which robbed Capt. Baker of such support of officers and men as could not be compensated but by the complete victory which crowned this bloody conflict. The *Phoenix* had 12 k. and

28 w.; amongst the former were Lieut. Bounton, George Donelan, master's mate, and John Fowers, quarter-master. *La Didon* had 27 k. and 44 w.

September 12.—Capt. Parker, of the *Amazon*, 38, captured the *Principé de la Paz*, a Spanish corvette privateer, of 24 guns and 4 brass swivels, with 160 men on board, chiefly French. This ship had taken the *Prince of Wales* packet, and the *Lady Nelson* letter of marque: part of the crew of the latter was found on board the privateer, and a considerable sum in specie. This capture was the more satisfactory, as her captain, François Beck, was an experienced cruiser, who commanded the French privateer *Le Brave*, during the late war, greatly to the annoyance of the trade.

October 2.—The *Egyptienne*, 40, C. E. Fleming, captured the French Imperial brig *L'Acteon*, of 16 guns and 126 men, two hours after she left the anchorage off Rochelle.

November 4.—Adm. Sir Richard Strachan, with a squadron, consisting of the *César*, of 80 guns; *Héro*, of 74; *Courageux*, of 74; and *Namur*, of 74, fought a severe action, west of Rochfort 264 miles, with a French squadron, consisting of the *Duguay Trouin*, of 74 guns, Capt. Toufflet; *Formidable*, of 80 guns, Rear-Adm. Dumanoir; *Mont Blanc*, of 74 guns, Capt. Villegrey; and *Scipion*, of 74 guns, Capt. Baronger. It began about noon, and ended at half-past three o'clock, in the capture of all the French ships, who fought to admiration. The British had only 24 k. and 111 w. which was attributed to their closing suddenly, and the enemy firing high. There was no correct list of the enemy's loss, but two of their ships, *Mont Blanc* and *Scipion*, had 270 killed and wounded.

November 6.—A thanksgiving day was ordered for the victory of *Trafalgar*, obtained by the British fleet under the late Adm. Lord Nelson, over the combined fleets of France and Spain. See *TRAFALGAR*.

December 24.—Capt. Maitland, of the *Loire*, 40, and Lieut. Handfield, of the *Egyptienne*, 40, after an obstinate defence of half-an-hour, captured *La Libre* French frigate, of 40 guns and 280 men. The *Egyptienne* had 1 k. and 7 w.

1806, *January 8.*—The public funeral of Lord Nelson took place this day.

March 8.—Capt. Handfield, volunteer on board the *Egyptienne*, 40, Capt. Paget, as first lieutenant, during her cruise, not having received an official communication of his promotion previous to her sailing, was sent with the boats of the *Egyptienne* to cut out a French privateer in the harbour of Muros, which he accomplished in a very gallant manner, being ably supported by Lieutenants Alleyn and Garthwaite, and crew, though she was moored close to the beach, and under the protection of two batteries, which kept up an incessant fire, till she was towed clear out of their range. She proved to be the *Alcide*, a frigate-built ship, pierced for 34 guns, and had when last at sea 240 men.

March 28.—The *Niobe*, J. W. Loring, at ten a. m. chased three French frigates and a brig, standing out of *L'Orient*, and at ten p. m. came up with and took possession of the sternmost, the national corvette *Le Nérarque*, of 16 guns and 97 men.

April 6.—The *Pallas*, 32, Lord Cochrane, having anchored close to the shoal of Cordovan on the evening of the 5th, the boats were dispatched into the Garonne, under the command of the first lieutenant,

tenant, Mr. Haswell, accompanied by Mr. Sutherland, the master, Messrs. Perkins, Crawford, and Thompson, together with the quarter-masters, and such of the seamen, the serjeant, and marines, as were fortunate enough to find place in the boats. About 3 *a. m.* they boarded, carried, and cut out, about twenty miles above the shoals, within two heavy batteries, the national corvette *La Trapageuse*, of 14 guns and 95 men, which had the guard. At daylight, the tide of flood running strong, they made sail: a general alarm was given; a sloop of war followed, and an action continued, often within hail, till, by the same bravery by which the *Trapageuse* was carried, the sloop of war, after an hour's firing, was obliged to sheer off, much damaged. While the *Pallas* was waiting at anchor for the return of the boats, three ships appeared in sight, bearing down upon her, and making many signals, which were soon perceived to be enemies. The anchor was instantly weighed, and with the remainder of the crew, his lordship chased, drove on shore, and wrecked, one national 24-gun ship, one of 22 guns, and *La Malicieuse*, a corvette of 18 guns: their masts went by the board, and they were involved in a sheet of spray. The warrant officers supplied the place of those commissioned, who were absent in the boats. Three seamen were wounded.

May 10.—The French trade having been kept of late in port, in a great measure by their knowledge of the exact situation of the king's cruisers, constantly announced at the signal posts, Capt. Lord Cochrane, of the *Pallas*, 32, endeavoured to stop this practice, by causing to be demolished the two posts at *La Pointe de la Roche*, and that of *Caliola*, and two in *L'Ance de Repos*, one of which Lieut. Haswell, and Mr. Hillier, the gunner, took in a neat style from upwards of one hundred militia. The flags were brought off, and the houses built by the government burnt to the ground. On the 9th, Lieut. Norton of the *Frisk cutter*, and Lieut. Gregory of the *Contest gun-brig*, 14, volunteered to flank the battery on *Point d'Equillon*, while an attack was made upon it by land in the rear; but it was carried at once, and one man of the fifty who were stationed to the 36-pounders was made prisoner; the rest escaped. The battery was laid in ruins, guns spiked, carriages burnt, barrack and magazine blown up, and all the shells thrown into the sea. The signal post of *L'Equillon*, together with the house, shared the fate of the gun-carriages. A convoy got into the river beyond reach. Three of the British were slightly wounded.

May 14.—General reprisals were ordered by the government against the ships, goods, and subjects of the King of Prussia, in consequence of the hostile measures adopted by him.

Capt. Lord Cochrane, being close to the *L'Isle d'Aix*, reconnoitring the French squadron, discovered his late opponent, the black frigate, and her companions, the three brigs, getting under sail. The *Pallas* remained under topsails by the wind to await them: at half-past eleven a smart firing commenced. The main topsail yard of one of the brigs was cut through, and the frigate lost her aftersails. The batteries on *L'Isle d'Aix* opened on the *Pallas*, and a cannonade continued, interrupted on her part only by the necessity she was under to make various tacks to avoid the shoals, till one o'clock, when her endeavour to gain the wind of the enemy, and get between him and the batteries, proved successful. The brave captain thus continues and concludes his animated description

description of the engagement—"An effectual distance was now chosen; a few broadsides were poured in; the enemy's fire slackened. I ordered ours to cease, and directed Mr. Sutherland, the master, to run the frigate on board, with the intention effectually to prevent her retreat by boarding. The enemy's side thrust our guns back into the ports; the whole were then discharged; the effect and crash were dreadful. Their decks were deserted. Three pistol shots were the unequal return. With confidence I say, that the frigate was lost to France, had not the unequal collision tore away our fore-topmast, jib-boom, fore and main topsail-yards, spritsail-yard, bumpkin, cathead, chain-plates, fore-rigging foresail, and bower anchor, with which last I intended to hook on, but all proved insufficient. She was yet lost to France, had not the French admiral, seeing his frigate's fore-yard gone, her rigging ruined, and the danger she was in, sent two others to her assistance. The Pallas being a wreck, we came out with what little sail could be set; and the Kingsfisher sloop afterwards took us in tow." The Pallas had 1 k. 2 w.

May 16.—Government declared the coast, rivers, and ports, from the river Elbe to the port of Brest both inclusive, to be in a state of blockade, in order to counteract the new and extraordinary means resorted to by the enemy for the purpose of distressing British commerce.

June 22.—Lieut. Mulcaster, of the Minerva, 36, Capt. G. R. Collier, was dispatched with two boats belonging to that ship to scour Finisterre Bay. They returned with five Spanish luggers and a chasse-maree, mostly laden with wine. But as these vessels were under a fort mounting eight guns, it was necessary to carry that first, which was done in a most gallant manner by the bayonet and pike, before the guard had either time to raise the drawbridge, or discharge a gun.

July 15.—Lieut. Sibly, of the Centaur, 74, Capt. Sir S. Hood, commanding a division of boats, consisting of one from each of the ships composing the squadron off Rochfort, with three from the Indefatigable, 40, Capt. J. T. Rodd, and three from the Iris, 32, George Argles, attacked two French corvettes and a convoy in the entrance of the river Garonne. Le Cæsar, the largest corvette, of 18 guns and 86 men, was boarded and carried, after a severe conflict on both sides, the Frenchmen being in every respect well prepared. The western breeze that sprung up after the boats left the Indefatigable, and blowing stronger as they advanced, prevented the whole from being captured. No words could do justice to Lieut. Sibly's gallantry, which was extolled by every one. He received three severe wounds, in addition to four others under which he had suffered. Lieut. Parker, of the Indefatigable, deserved high praise for his brave support and able conduct in managing the corvette after Sibly was wounded. The greater part of the boats were either shot through, or so badly stove, that they were swamped, and obliged to be cut adrift from the brig, except the Indefatigable's launch, and the cutter of the Iris. The boat of the Revenge, officer, and crew, were missing. The boats had 6 k. 36 w. 21 missing.

July 19.—The Blanche, 38, T. Lavie, being cruising off the Feroe Islands, fell in with, and after a sharp contest of forty-five minutes, captured Le Guerriere French frigate, of 50 guns and

317 men, commanded by Monsieur Hubert (of the Legion of Honour). The *Blanche* had 4 w.; *Le Guerriere* 20 k. 30 w.

July 28.—Capt. R. D. Oliver, of the *Mars*, 74, belonging to a detached squadron under the command of Capt. Keats, of the *Superb*, 74, after a chase of twenty-four hours captured *La Rhin*, a very fine French frigate, of 44 guns and 318 men, commanded by Capt. Chesneau, in the face of her three consorts of equal force.

August 14.—The fire-brig *Phosphorous*, 4, Lieut. W. J. Hughes, and twenty-four men, officers included, was chased this morning by a large lugger, pierced for 16, but mounting apparently 12 guns. At ten minutes past five, after hailing him, and being ordered to strike, or he would sink the *Phosphorous*, the lugger commenced the action. At twenty minutes past five the enemy laid the *Phosphorous* alongside, with three cheers, and from his superiority of men, there being apparently from seventy to eighty, attempted to carry her by boarding, but met with so determined a resistance, that after being alongside forty-five minutes, and an action of one hour and ten minutes, he made sail and sheered off. The brig attempted to follow him, but having her sails and rigging much cut, with a number of men wounded, she was obliged to desist, and make for the Downs. The *Phosphorous* had 8 w. amongst whom were Lieut. Hughes and Mr. T. Ester, second master.

September 9.—The *Constance*, 24, H. S. Burrowes, with the *Strenuous* and *Sharpshooter* gun-brigs in company, fell in with, and drove on shore to the westward of Cape Frehel, a French frigate, of about 30 guns, coppered. The tide left her high and dry within a ledge of rocks, but far out of reach of shot from the ships.

September 25.—Capt. Sir Samuel Hood of the *Centaur*, 74, with the squadron under his orders, at one o'clock in the morning, gave chase to five large French frigates and two corvettes; at five the *Monarch* fired a few chase-shot; and at six the weathermost frigate hauled more to the westward, in pursuit of which the *Mars* was dispatched. One frigate, with the two corvettes, edged away to the south-east, the remaining three frigates keeping in close order. At a quarter past ten the *Monarch* opened her starboard guns on the enemy, when a heavy cannonading commenced, and by the enemy's management of a running fight, they in some measure crippled the *Monarch's* sails and rigging before the *Centaur* could get up. At eleven the *Centaur* got fair range of two, and opened her fire from the larboard guns, whilst the *Monarch* kept engaging the third ship; and about noon one of the two frigates struck, as did the one to the *Monarch* shortly after. Just before this Sir S. Hood received a severe wound in his right arm, (since amputated), which obliged him to leave the deck. The *Mars* had captured her chase, and with her prize hauled towards the *Centaur*, in chase of, and firing at the French commodore's ship, and at three assisted in capturing her. Those ships of the enemy made an obstinate resistance, which caused much slaughter, being crowded with troops, out of Rochfort the evening before. The three ships had 9 k. 32 w. The captured ships were *La Gloire*, of 46 guns, *L'Indefatigable*, *La Minerve*, and *L'Armide*, of 44 guns each, remarkably fine ships, and about 650 men (including troops) in each ship, full of stores, arms, ammunition, and provisions, &c. *La Themis* of 44 guns, old; *La Sylph* and *La Lynx*, of 18 guns each, new, made their escape. The squadron of Sir S. Hood consisted

isted of the following ships : Centaur, 74, Sir S. Hood ; Monarch, 74, R. Lee ; Mars, 74, W. Lukin ; Revenge, 74, Sir J. Gore.

September 27.—Capt. Thomas Louis, in the Canopus, 74, with a detached squadron, in lat. 47 deg. 17 min. N. and long. 6 deg. 52 min. W. after a chase of seventeen hours, captured the French frigate *Le President*, of 44 guns and 330 men, commanded by Monsieur Gallier Labrosse.

October 12.—A most gallant and spirited attack was made by Capt. Burrowes, of the *Constance*, 22, Capt. Thicknesse, of the *Sheldrake* (slp.), 16, and Lieut. Nugent, of the *Strenuous* gun-brig, 14, on the French frigate *La Salamandre*, which they succeeded in capturing after a close and severe action of two hours, the enemy's ship being supported by a strong battery on shore, and numerous troops with field-pieces and musketry. *La Salamandre* had 26 guns and 150 men, commanded by a lieutenant de vaisseau, who was killed in the action. The brave Capt. Burrowes fell by a grape-shot. The *Constance* and the prize having grounded, every exertion was made by Capt. Thicknesse, the officers, and men, to get them off, but without success. They however rendered her totally useless to the enemy, by making her a perfect wreck under the battery. The *Salamandre* was destroyed by setting fire to her. Amongst those who particularly distinguished themselves in this obstinate conflict, were Lieut. R. Kevern, an old and most meritorious officer, and Lieut. Nugent of the *Strenuous* gun-brig, whose zeal and bravery on this, as on former occasions, were highly conspicuous. The squadron had 14 k. 19 w. About 100 of the officers and crew of the *Constance* were saved by the exertions of Capt. Thicknesse, &c ; of those missing, it was hoped that most were made prisoners, though the captain expressed his fears that some might have fallen in the second attempt to save the ship. The slaughter must have been very great on board *La Salamandre*, as 30 killed were seen lying on her decks ; many of her crew escaped in boats, and by swimming to the shore after she had struck ; 9 of her wounded men were brought on board the *Sheldrake*, and 55 were made prisoners.

1807, January 1.—Capt. P. Brown, of the *Plover* sloop, at about twelve leagues N. N. W. from Scilly, captured the French cutter privateer *L'Elize*, of 14 guns and 66 men.

January 6.—As Capt. Lord Cochrane, of the *Imperieuse*, 40, was passing the basin of Arcasson, Lieut. Mapleton volunteered his services to bring out with the boats whatever vessels might be found there, and, as a preliminary step, attacked Fort Roquette, the defence of the entrance. A large quantity of military stores was destroyed, six great guns and a mortar spiked, the platoons and carriages burnt, and the fort laid in ruins.

January 6.—Capt. J. Brisbane, of the *Alcmene*, 32, in lat. 50 deg. N. and long. 11 deg. W. captured the *Courier*, French cutter privateer (formerly the hired cutter *Alert*), pierced for 14, but mounting only 7 guns with 70 men.

January 7.—In consequence of the French government having declared all his majesty's dominions to be in a state of blockade, measures were adopted to obviate the tendency of this declaration. It was ordered that no neutral vessel should be permitted to trade from one port to another, both which ports shall belong to, or be in the possession of France, or her allies, or shall be so far under their control, as that British vessels may not freely trade thereat ; and

the commanders of the ships of war, &c. were instructed to act accordingly.

January 8.—Capt. P. Stoddart, of the *Cruizer* (slp.), 18, being about eight leagues to the southward of the *Gallopier*, after a four hours' chase, brought to and captured the *Jena*, French lugger privateer, of 16 guns.

February 18.—Capt. T. J. Maling, of the *Diana*, 38, after a five hours' chase, off Cork Harbour, succeeded in bringing to and capturing the French privateer ship *La Charlotte*, pierced for 20 guns, but mounting only 14, with a complement of 118 men.

April 4.—Capt. F. L. Maitland, of the *Emerald*, 36, after a hard chase of ten hours, captured the *Austerlitz*, of Nantes, a privateer brig, mounting fourteen 9-pounders, with a complement of 96 men.

May.—Hostilities having taken place between the Ottoman Porte and Great Britain, a general embargo was laid on all Turkish vessels.

May 8.—Capt. G. Miller, of the *Pallas*, 32, about twenty leagues from Cape Ortegal, captured *L'Alerte*, French privateer, of 14 guns and 85 men.

June 5.—The boats of the *Pomone*, 40, R. Barrie, cut out from Les Sables d'Olonne fourteen sail of merchant vessels, laden with provisions and naval stores.

July 27.—The boats of the squadron under the command of Capt. C. Dilkes, of the *Hazard*, 18, sloop, gave chase to and succeeded in capturing in the Pertuis Breton nine chasse-marées, two of them bearing pendants, and armed with two 4-pounders and four swivels; the tenth was scuttled by the enemy, and six were driven on shore.

August 16.—An expedition having been fitted out, under the command of Lieut.-Gen. Lord Cathcart and Adm. Gambier, to support the demand of the British government for the temporary deposit of the Danish ships of war in British ports, arrived and effected a landing on this day between Elsinore and Copenhagen. See DENMARK. The British fleet consisted of the *Prince of Wales*, 98, Adm. J. Gambier, Capt. Sir Home Popham, of the fleet, and Capt. A. M'Kenzie; *Pompée*, 74, Rear-Adm. Stanhope, Capt. J. R. Dacres; *Centaur*, 74, Com. Sir S. Hood, Capt. W. H. Webley (Parry); *Mars*, 74, W. Lukin; *Brunswick*, 74, T. Graves; *Hercule*, 74, Hon. J. Colville; *Maida*, 74, S. H. Linzee; *Spencer*, 74, Hon. R. Stopford; *Superb*, 74, D. M'Leod; *Minotaur*, 74, Rear-Adm. W. Essington, Capt. J. C. Mansfield; *Valiant*, 74, J. Young; *Alfred*, 74, J. Bligh; *Captain*, 74, I. Wolley; *Defence*, 74, C. Ekins; *Ganges*, 74, Com. R. G. Keats, Capt. P. Halket; *Goliath*, 74, P. Paget; *Orion*, 74, A. C. Dickson; *Resolution*, 74, G. Burlton; *Vanguard*, 74, A. Frazer; *Agamemnon* 64, J. Rose; *Dictator*, 64, D. Campbell; *Inflexible*, 64, J. R. Watson; *Leyden*, 64, W. Cumberland; *Nassau*, 64, R. Campbell; *Ruby*, 64, J. Draper; besides these there were upwards of 40 frigates, sloops, bombs, and gun-brigs, making a total of about 65 vessels of war, exclusive of 377 transports, measuring 78,420 tons, and conveying about 27,000 troops. Com. Keats, with the *Ganges*, *Vanguard*, *Orion*, and *Nassau*, with three frigates and ten brigs, were stationed in the Great Belt, to prevent supplies being thrown into Zealand; and the *Defence* was detached with the *Comus* in pursuit of the *Frederickscoarn* into the Cattegat. For the names and force of the Danish ships, see the account of Danish ships captured.

August

August 18.—The *Narcissus*, 36, C. Malcolm, after a ten hours' chase, in latitude 45 deg. 30 min. N. and longitude 10 deg. 20 min. W., captured the Spanish national schooner *Cantela*, pierced for 12 guns, but only carrying 6, and 29 men; she was commanded by Don Joseph de Toledo a lieutenant in the Spanish navy, and charged with despatches for South America, which, with her guns and a boat, she threw overboard during the chase.

September 2.—An embargo was laid on the ships and vessels belonging to the subjects of the king of Denmark.

September 27.—The *Virginie*, 33, Capt. Brace, intercepted the *Jesus Maria Josef*, Spanish privateer, of 14 guns: she had 120 men when she left St. Sebastian on the 1st instant, but only 45 on board when taken, with some English prisoners. She was a complete vessel of her description, and commanded by a dashing, enterprising character, who had captured thirty-five vessels; nine during this last cruise. She did not surrender till he was wounded, being the only person hurt, her sails riddled by the musketry, and brought down by the grape shot; her commander expired of a musket ball wound as the surgeon went to his assistance. Capt. Brace shortly after recaptured the *Commerce*, one of the lugger's prizes.

October 29.—Capt. T. Manby, of the *Thalia*, 36, after a long chase off Cherbourg, captured the French lugger privateer, *Le Requin*, of 14 guns, and 48 men.

November 4.—General reprisals were issued against Denmark, Tuscany, Naples, Ragusa, the Republic of the Seven Islands, and all other ports and places in the Mediterranean and Adriatic Seas, which were occupied by the arms of France, or her allies.

November 6.—Capt. H. E. P. Sturt, of the *Skylark* sloop, 16, captured *Le Renarde*, French privateer lugger, of 14 guns and 39 men, in the act of taking possession of a collier brig, under the North Foreland.

November 11.—An order of council of the 7th of January last, having been found not to answer the desired purpose of compelling the enemy either to recall his celebrated obnoxious orders, declaring the British islands in a state of blockade, or of inducing neutral nations to interpose with effect to obtain their revocation, three additional orders were issued to accomplish the object in view.

November 11.—Capt. G. Stuart, of *L'Aimable*, 32, about fourteen leagues to the northward of the Vlie, after a chase of five hours, captured *La Decide*, a beautiful French lugger privateer, mounting 16 guns, with a complement of 51 men.

November 13.—The *Oberon* brig, 16, C. M. Sutton, after a chase of four hours, captured the French lugger privateer *Ratafia*, carrying 14 guns and 48 men, about ten leagues off Lowestoffe.

November 17.—Capt. J. Lake, of the *Surinam* sloop, 18, captured in the mouth of the Channel, after a chase of ten hours, the French privateer *L'Amiral Dacres*, of fourteen 6-pounders and 76 men.

November 21.—The *Scorpion* brig, 18, F. Stanfell, in latitude 49 deg. 27 min. N. longitude 9 deg. 30 min. W. decoyed under her guns, and captured, *La Glaneuse*, French ketch privateer, of 16 guns and 80 men; and on December 3, from information obtained from *La Glaneuse*, succeeded in capturing *La Glaneur*, also a ketch privateer, of 10 guns and 60 men.

December 4.—The *Leda*, 33, R. Honyman, after a chase of six hours, captured *L'Adolphe* French privateer, of 16 guns and 2 swivels, with a complement of 70 men, 45 of whom were absent in prizes.

prizes. On the 14th, Capt. N. Palmer, of the *Alacrity* sloop, 16, about ten leagues off Lowestoffe, captured the French privateer lugger *Friedland*, of 18 guns and 42 men.

December 18.—General reprisals were issued by government against Russia.

December 27.—Capt. R. Rolles, of the *Lion*, 64, off Beachy Head, after a whole day's chase, captured *La Reciprocité* French lugger privateer, of 14 guns.

December 28.—Capt. C. Adam, of the *Resistance*, 38, after chasing from near the Owers light to Cape Barfleur, captured *L'Aigle* French lugger privateer, of 14 guns and 66 men.

1803, *January 6.*—The *Ariadne*, 20, A. Farquhar, and the *Ring-dove* brig, 18, G. Andrews, off Flamborough Head, captured the French lugger letter of marque *Le Trente & Quarante*, of 16 guns and 69 men. On the following day the same ships captured *L'Eglé*, French lugger privateer, of 16 guns and 56 men.

January 14.—Capt. H. H. Spence, of the *Pandora* sloop, 18, captured, near Cape Grisnez, *L'Entreprenante* French lugger privateer, of 16 guns and 53 men.

January 16.—Lieut. Tracey, commander of the brig *Linnet*, 14, saw a French lugger in chase of an English ship and brig; the two latter he immediately joined, and ran in company with them till night favoured his closing with the lugger. At half past six *p.m.* the lugger commenced a fire on the ship, which she gallantly returned; at seven the lugger attempted to haul off, but the *Linnet* being within musket-shot, prevented him; at ten minutes past seven the *Linnet* fired a broadside of round and grape, with a volley of musketry, which carried away his bowsprit and main lug. The *Linnet* then hailed him to strike, instead of which he hoisted his lug; the *Linnet* then commenced a steady fire, which lasted an hour and a half, during which his lugs were knocked down at least ten times, and as often hoisted; fifty minutes past eight, being in a sinking state, he hailed that he had struck; and proved to be *Le Courier*, of Cherbourg, of 18 guns and 60 men, the second captain of which was killed, and three seamen wounded.

March 2.—The *Sappho*, 16, sloop, G. Langford, while cruising off Flamborough Head, discovered, gave chase to, and after half-an-hour's close action, captured, the Danish brig *Admiral Yawl*, mounting twelve 18-pounder carronades on the lower deck, and sixteen 6-pounder guns on the main deck, with 83 men, of whom 2 were killed; the *Sappho* had 2 wounded.

March 13.—Capt. Maitland, of the *Emerald*, 36, made a desperate attempt to cut out of *Vivero* harbour, on the Spanish coast, a large French schooner. On going in, a fort on the right, consisting of eight 24-pounders, opened on the ship, as did another, containing five of the same calibre, on the left, as soon as she was within range. As the ship could not be brought to act upon both the batteries at the same time, the captain sent Mr. Bertram the first lieutenant, accompanied by Lieuts. Meek and Husband of the marines, and Messrs. Mildridge and Saurin, masters' mates, with a party, to storm the outer fort, then proceeded as near the other as he could. The captain sent Mr. Smith, third lieutenant, with another party, to spike the guns of the fort, then engaged with the *Emerald*, Mr. Bertram having succeeded in his object. Lieut. Smith, soon after landing, was opposed by a party of soldiers, most of whom fell, together with their officer. Mr. Bertram
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and his party had joined Mr. Baird, the midshipman, who had been sent to take possession of the schooner, which had run on shore on the rocks. He was met by about sixty of the schooner's crew, who gave and received a discharge of musketry; but on his party advancing with the pike and bayonet, they took to flight, leaving several dead on the road. Mr. Bertram attempted to get the schooner off for several hours, but in vain: he therefore set fire to her, when she was soon totally destroyed. She was a French corvette, called *L'Aprépos*, of eight 12-pounder carronades, but pierced for 16, and 70 men, and an amazingly-large schooner, being, to appearance, 250 tons burthen. To appreciate the merits of every officer and man in the ship is impossible, during a most arduous, fatiguing, and dangerous service of eighteen hours, the whole of which time they were at their guns, or expected to be called to them. The *Emerald's* loss was severe, and most of them her best men; she had 9 k. and 16 w.; among the latter Lieut. Bertram severely.

March 22.—The *Stately*, 64, G. Parker, and the *Nassau*, 64, R. Campbell, proceeding towards the Great Belt, from the coast of Jutland, discovered a strange sail, and after a chase of nearly six hours, came up with, and brought to action, at forty-five minutes past seven *p. m.* a Danish ship of the line. A running fight was maintained by her, with great obstinacy, until half-past nine o'clock, when she struck her colours, being then not more than two cables' length from the shore of Zealand, and before the lieutenant who took possession of her could cut away her anchor, she grounded. The *Stately* and *Nassau* brought up near her. The remainder of the night was occupied in taking out the prisoners. On the 23d, the wind blowing strong on the shore, and a great sea running, prevented them from getting her afloat during the day; they therefore in the evening, the prisoners and wounded being all removed, set her on fire, and in a short time she blew up. She was the *Prince Christian Frederick*, of 74 guns, with a complement of 576 men, commanded by Capt. Jayson, who intended to have run his ship on shore, that the *Stately* and *Nassau* might have shared the same fate. She had 55 k. and 88 w.; the *Stately* had 4 k. and 28 w.; the *Nassau* 1 k. and 16 w.

April 26.—A very gallant action was performed by three boats of the *Daphne*, 22, Capt. F. Mason, and two of the *Tartarus*, 16, Capt. W. Russel, under the direction of Lieut. W. Elliot, first of the *Daphne*. A number of provision vessels, destined for the relief of Norway, were moored close under the fort of the castle at Fladstrand, which mounted 10 guns, with hawsers fast to the shore; the boats dashed in amongst them, and, notwithstanding a heavy fire of round, grape, and musketry, from the castle, and three other guns, they brought out ten vessels, leaving only two brigs, both light, and one of them with neither sails or rudder. A Danish boat, with five men, having the temerity to persist in retaking one of the vessels, although repeatedly warned by Lieut. Elliott, the latter was obliged, with his people, to fire in their own defence, and three of the five fell. The boats had only four wounded, amongst whom was the gallant and meritorious Elliot, who being an old lieutenant, was, very properly, recommended by his captain to the notice of the Admiralty.

May 4.—Copenhagen, and all the other ports in the island of Zealand, were declared by government in a state of blockade.

May 7.—The boats of the *Falcon* (slp.) 16, acting commander Lieut. J. Price, commanded by Mr. J. Ellerton, the master, cut out, from under the batteries of Lundholm, two vessels, each laden with a 13-inch mortar, with its equipment, and 400 shells; one of them grounded in the way out, and being under the range of the batteries, it was found necessary to destroy her. In performing this service 1 seaman was wounded; the *Danes* had 1 officer killed.

May 19.—Capt. Brace, of the *Virginie*, 38, in lat. 46 deg. N. and long. 14 deg. W. fell in with, and after an hour and a half's gallant defence, in a night action, captured the *Guelderland Dutch* frigate, of 36 guns and 257 men, commanded by Capt. Pool, knight of the order of the kingdom; her masts were shot by the board. She had 25 men killed, and 40 severely wounded; the *Virginie* had only 1 killed, and 1 badly wounded.

May 24.—Lieut. M. R. Lucas, of the hired cutter *Swan*, of 10 guns and 40 men, being off Bornholm, on her way to Rear-Adm. Sir S. Hood, with despatches, observed a cutter standing off towards him, to which he gave chase, and after an action of twenty minutes, the battery of Bornholm also firing at him, the Danish cutter blew up, and sank. She appeared to have about 10 guns, and was full of men.

June 9.—The *Thunder* bomb, Capt. J. Caulfield; *Charger* gun-brig, 14, Lieut. J. A. Blow; *Piercer* gun-brig, 14, Lieut. J. Si-brell; *Turbulent* gun-brig, 14, G. Wood, and a convoy of 70 vessels, homeward bound from Malmo road, were becalmed near the south end of Saltholm. Twenty-five Danish gun-vessels attacked the *Turbulent*, whose station was in the rear, which was returned as they approached her, and the *Thunder* threw shells; but the *Charger* and *Piercer* were at too great a distance to assist. After about twenty minutes smart contest, the main-topmast was shot away, and shortly after the gun-boats pulled close alongside, boarded, and captured her. They next attacked the *Thunder*, but met with so warm a reception, that after about four hours, they ceased firing, and retired, with ten or twelve of the rear vessels, which they had been enabled to capture.

June 11.—The boats of the *Euryalus*, 36, Hon. G. H. L. Dundas, and *Cruiser* sloop, 18, G. C. Mackenzie, under the orders of Lieut. M. Head, in the evening boarded, and carried a large Danish gun-vessel, of two long 18-pounders, and a crew of 64 men, and moored within pistol-shot of a battery of three long 18-pounders, and of a body of troops that lined the beach at the entrance of the river Naskon, in the Great Belt; they also destroyed by fire two large vessels, fitted for the reception of troops. The boats had 1 man w.; the *Danes* 7 k. and 12 w.

June 19.—Capt. R. B. Cathcart, of the *Seagull* sloop, 18, after a chase, brought to action, off the Naze of Norway, a brig which hoisted Danish colours. Twenty minutes past five several gun-boats made their appearance, which had been concealed behind the rocks; they took their position on each quarter, raking the *Seagull* at every shot, the brig doing the same on the larboard bow. At half-past six, five of the *Seagull's* carronades were dismounted on the larboard side, which alone could be brought to bear on the enemy, and several of the officers and crew were killed or wounded. At half-past seven, all had been done that the most resolute valour could effect; the ship was sinking, the colours were hauled down, and there was scarcely sufficient time to remove the wounded out

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of the *Seagull* before she sunk, and so precipitately, that several of the hostile Danes went down with her. The enemy's force was, a brig of 20 guns, six gun-boats, most of them carrying 2 guns, and from 50 to 70 men each. The action was fought close to the mouth of the harbour of Christiansand. The *Seagull* had 8 men k. and 20 w.; the gallant captain was amongst the severely wounded.

June 21.—The French being expected at St. Andero, Capt. G. Digby, of the *Cossack*, 22, attempted to afford every assistance in his power to the loyal inhabitants, and any British subjects that might wish to come away. In the afternoon, a brig came out of the harbour, full of people of all descriptions, who had left the town on the report that the French were advancing. Capt. C. F. Daly, of the *Comet*, 16, was sent up the harbour, to ascertain the correctness of the report, to reconnoitre the fort, and find out where the principal magazine was, and, if it was possible, to destroy it. Capt. Daly returned with information that the French were near the town. He had spiked the guns in two forts; but, to complete the business, two boats from each ship were again sent under his orders. The men having landed, spiked the guns in Fort St. Salvador de Ano and Fort Sedra, and blew up the magazine, with 500 barrels of powder in it.

June 23.—The *Salsette*, 38, W. Bathurst, after having chased a Russian sloop of war to Revel, discovered a cutter off the west end of Nargen Island, to which he gave chase, and closed with her at half-past eight *p. m.*; but there being little wind, she got off with her sweeps; a sudden squall of a few minutes brought him up with her about ten o'clock, and she surrendered. She proved to be the Russian national cutter *Apith*, mounting fourteen 12-pounder carronades, with 61 men, 4 of whom were killed, the commander and 7 wounded.

July 4.—In consequence of the great efforts made by Spain to separate herself from France, and of assurances received from several of her provinces of their friendly disposition towards this kingdom, government ordered all hostilities against her to cease.

August 9.—The *Comet* fire-ship, 16, C. F. Daly, in lat. 45 deg. 38 min N. and long. 5 deg. 4 min. W. fell in with a French corvette and two brigs, and after some manœuvring, brought one of the brigs to close action, which she sustained for twenty minutes, and then struck her colours, being entirely deserted by her consorts. She proved to be the French national brig *Sylphe*, commanded by M. Louis Marie Clemont, capitaine de fregate, and member of the Legion of Honour, mounting sixteen 26 pounder carronades and two long nines, with 98 men, 7 of whom were k. and 5 w.; the *Comet* had none killed or wounded.

August 26.—The *Centaur*, 74, Rear-Adm. Sir S. Hood, Capt. H. Webley, and the *Implacable*, 74, T. B. Martin, captured and destroyed the Russian 74-gun ship *Sewolod*. See BALTIC STATION.

November 10.—The *Amethyst*, 36, Capt. Seymour, after a long and severe action, captured La Thetis French frigate, of 44 guns, 330 seamen, and 106 soldiers, from L'Orient for Martinique. Being close to the N. W. point of Groais, she was seen a quarter before seven *p. m.*, and immediately chased. A close action began before ten o'clock, which continued, with little intermission, till twenty minutes after midnight. Having fallen on board for a short time after ten, and from a quarter past eleven, when she intentionally laid

laid the Amethyst on board for about an hour, till she surrendered, she lay fast alongside, the fluke of the Amethyst's best bower anchor having entered her foremost main-deck port, and she was, after great slaughter, boarded and taken. She was almost a wreck, her captain, Pinsun, and 135 men k. 102 w. including all her officers, except three. The Triumph, 74, Sir Thomas Hardy, very opportunely joined, and gave the most effectual assistance. About half-past one the Shannon, 38, P. B. V. Broke, came up, received prisoners from, and took her in tow. The Amethyst had 19 k. and 51 w. Monsieur Dedé, the surviving commander of La Thetis, much to the credit of his firmness, was the only Frenchman on the quarter-deck when she was boarded. She had 1000 barrels of flour on board.

1809, *January 1*.—Capt. C. Gill, of the Onyx sloop, 10, in lat. 53 deg. 30 min. N. long. 3 deg. E. fell in with, and after about two hours' close action, captured the Dutch national brig Manly, of twelve 18-pounder carronades, and four long brass 6-pounders, with a complement of 94 men, commanded by Capt.-Lieut. J. W. Honeyman. The Onyx had 3 w.; the enemy 5 k. and 6 w.

January 2.—Capt. Lord G. Stuart, of L'Aimable, 32, after a chase of twenty-eight hours, came up with, and having exchanged broadsides, in a few minutes captured L'Iris French national 24-gun ship, commanded by Monsieur Miquet, capitaine de frégate. She was capable of carrying 32 guns, and had a complement of 140 men, 2 of whom were k. and 8 w. L'Aimable had 2 w.

January 5.—Capt. A. W. Schomberg, of the Loire, 38, in lat. 39 deg. 24 min. N. and long. 11 deg. 41 min. W. about noon, fell in with a ship in the act of taking a ship and brig. On the approach of the Loire she deserted her prizes, and made all sail; the Loire followed, and at eight *p. m.* got alongside, and brought her to close action, which she sustained about twenty minutes, and struck. She proved to be Le Hébé French national ship, frigate-built, mounting eighteen 24-pounder carronades, and two long 12-pounders, with a complement of 160 men, commanded by Monsieur le Bretonneuiere, lieutenant de vaisseau. She had 600 barrels of flour on board.

February 23.—Rear-Adm. the Hon. R. Stopford, in the Caesar, 80, Capt. C. Richardson, commander of the squadron blockading Basque Roads, discovered three French frigates standing in for the Sable d'Olonne. They having anchored in a position which the admiral thought assailable, stood in with the Caesar; Defiance, 74, H. Hotham; Donegal, 74, P. Heywood; Amelia, 38, Hon. F. P. Irby, and forced them on shore. The batteries which protected them were strong and numerous. The Caesar had her bowsprit damaged, and rigging cut; the Defiance had all her masts badly injured, 2 k. and 25 w.; Donegal 1 k. and 6 w. The admiral's chief object in attacking these frigates, so near a superior force of the enemy, was, to endeavour to draw them out, and to give his squadron more time to assemble, in which he was however disappointed.

March 2.—The Egeria sloop, 18, L. Hole, captured off the Scaw the Danish national cutter Aalborg, of 6 guns and 25 men.

March 8.—The Isles of Mauritius and Bourbon were declared by government in a state of blockade.

March 15.—The boats of the Arethusa, 38, R. Mends, commanded by Lieut. H. Pearson, accompanied by a lieutenant of marines,

rines, O. Scott, at daylight this morning landed with a party of seamen and marines at Lequito, on the north coast of Spain, and destroyed upwards of twenty heavy guns mounted on the batteries, defended by a detachment of French soldiers, a serjeant and twenty of whom were made prisoners. A chaloupe, laden with brandy, was found in the harbour, and brought away: 3 men were wounded. On the 20th, Lieut. Elms Steele, with a party, destroyed the guns at Baigns, and captured a small vessel laden with Merino wool; whilst Lieut. J. Fennele of the marines, accompanied by Mr. J. Eliott the purser, and a boat's crew, ascended the mountain, and destroyed the signal posts. The same evening Lieut. Pearson, with the same party that was with him at Lequito, took possession of the batteries of the town of Paisance without opposition, and destroyed the guns.

April 5.—A very severe action was fought between the Amethyst, 36, Capt. Seymour, and Le Niemen, a fine new French frigate, of 44 guns and 319 men, commanded by Monsieur Dupotet, capitaine de frégate, a distinguished officer, who defended his ship with great ability. The enemy was discovered in the forenoon of the 5th instant, the wind at east, Emerald, 36, F. L. Maitland, north, within signal distance. She was immediately chased; but at twenty minutes past seven the Amethyst lost sight of her and the Emerald, and had not gained on the chase. After dark the Amethyst's course was shaped to meet the probable route of the enemy, and though within gunshot at eleven, from which time till one the bow and stern chasers were exchanging shot, her extraordinary sailing prevented any thing serious from being effected. From one till past three *a. m.* on the 6th, the action was severe, after which the enemy's main and mizen-masts fell, his fire became faint, was just silenced, while that of the Amethyst continued as lively as ever, when the Arethusa, 38, appeared, and on her firing, he immediately made a signal of having surrendered. He fell on board the Amethyst once in the contest: he had 47 k. and 73 w. The main and mizen-mast of the Amethyst fell at the close of the action, and she had 8 k. and 37 w. Two officers and thirty-seven men of the Amethyst's company were absent in prizes, the prisoners from which, amounting to 69, were on board. Capt. Seymour was made a baronet on May 6.

April 11 and 12.—An attack was made upon the French fleet in Basque Roads. See BASQUE ROADS.

May 17.—The Goldfinch, (bg. slp.) 10, F. G. Skinner, in latitude 44 deg. 6 min. N. longitude 11 deg. 20 min. W. at noon, discovered and chased directly to windward the French corvette *Mouche*, of 16 guns, commanded by Antoine Allègre, lieutenant de vaisseau; the chase continued until three *a. m.* on the 18th, when the Goldfinch gallantly brought the *Mouche* to action, but at too great a distance for the brig's carronades to produce their proper effect; they engaged until seven *a. m.* when the corvette made off to windward, leaving the Goldfinch much cut up in her masts, rigging, and sails, with 3 men k. and 3 w. On the 21st, off the north coast of Spain, the *Mouche* fell in with the Black Joke, hired armed lugger, Lieut. M. Cannadey, and after exchanging broadsides with her, stood away for San Andero. Here the *Mouche*, with a French gun-brig and schooner, were captured on June 10, by the *Amelia*, 38, Hon. F. P. Irby.

May 18.—The island of Anholt was taken. See ANHOLT.

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May 20.—Capt. C. D. Pater, of the Princess Carolina, 74, with the boats of that ship, succeeded in cutting out of the Vlie Passage, at half past eleven *p. m.* the Dutch national schooner Admiral Pietheyer, of 7 guns and 1 howitzer, commanded by Lieut. D. Van Heereskerch.

May 23.—The Melpomene, 38, F. Warren, at eleven *p. m.* being at single anchor, and nearly becalmed off Omoe in the Great Belt, was attacked by about twenty sail of Danish gun-boats. Finding it impossible to bring her guns to bear while at anchor, she cut her cable, and made sail to close her opponents. The action continued until fifteen minutes after one *a. m.* on the 24th, when they pulled away, and got safe into port. The Melpomene had 5 k. and 29 w.

June 19.—The boats of the Bellerophon, 74, S. Warren, commanded by Lieut. R. Pilch, assisted by Lieuts. G. Bentham and J. Sheridan, lieutenant of marines A. O. Carrington, and Mr. Mart, ship's carpenter, at sunset proceeded to attack three vessels that lay within the islands at Hango, in the Gulf of Finland, which they got possession of without opposition; but being of no value, and as they lay within gunshot of four strong batteries and several gun-boats, not before observed, they were abandoned. To prevent loss in returning, the party attacked, and after an obstinate resistance, carried the nearest battery, which mounted four 24-pounders, and was garrisoned by 103 men. They spiked the guns, destroyed the magazine, and returned to the ship with only five of the party wounded.

July 7.—An attack was made on a Russian flotilla. See BALTIC STATION.

July 12.—A general embargo was ordered upon all ships and vessels in Great Britain.

July 23.—An expedition sailed for Walcheren. See WALCHEREN.

August 2.—The general embargo was taken off by government.

August 12.—The Lynx sloop, 18, J. W. Marshall, and Monkey gun-brig, Lieut. T. Fitzgerald, in the Baltic, chased a lugger until she anchored in a line with two others within the reef off Darshead, at four *p. m.* The water being too shallow for the Lynx to approach them, her boats, with the Monkey, advanced to the attack: the largest lugger having 4 guns and 4 howitzers, opened her fire on them; the Monkey, owing to the intricacy of the channel, took the ground, but was soon got off, and opened her fire; the second broadside compelled the luggers to cut their cables and run on shore. The Danes attempted to scuttle their vessels, but by the well-directed fire of the carronades in the Lynx's launch, were prevented; the vessels were instantly boarded, and by five *a. m.* on the 13th, were all got off, and brought out without any casualty.

1810, January 10.—Capt. R. Arthur, of the Cherokee brig, 10, having reconnoitred Dieppe harbour, observed seven French lugger privateers lying at anchor under the batteries, close together near the pier head. The wind being southerly, at one *a. m.* on the 11th, he ran in between two of the luggers, and gallantly laid one of them on board, which, after a short conflict, he carried and brought out, under a smart fire of musketry from the remaining six. She proved to be the Aimable Nelly, of 16 guns and 60 men, of whom 2 were k. and 3 w.; the Cherokee had 2 w. On the same day the boats of the Christian VII., 80, Sir J. S. Yorke, and Arnide, 38, L. Hardyman, then lying in Basque Roads, under the

orders of Lieut. G. H. Guion, succeeded in capturing, driving ashore, and burning, within grape and musket range of the French battery, three chasse-marées and a brig. On the 20th, in the evening, the same party attacked a convoy of about thirty sail in the Maumusson Passage, which ran on shore within a stone's throw of the batteries; five of them were burnt, under a heavy fire of grape and musketry, one was taken, and the rest escaped.

February 3.—The Valiant, 74, J. Bligh, after a chase of near seven hours from off Belleisle, captured without resistance the late French frigate Canonnière, of 40, but now of only 14 guns, with a cargo of colonial produce from the Isle of France, valued at £15,000 sterling.

February 13.—Lieut. Guion, with three boats from the Christian VII., three from the Armide, and two from the Seine, 36, D. Atkins, destroyed three deeply-laden chasse-marées, that had grounded on a reef between Rochelle and the isle of Aix, after encountering nine French boats, each carrying a 12-pounder carronade and 6 swivels, and rowing from twenty to thirty oars, that had come out to protect them. One of these was taken by Lieut. Guion, after having 2 k. and 3 w.; the rest were driven back with loss, by Lieut. S. Roberts of the Armide and the other boats.

April 12.—Close off the isle of Ré, the Unicorn, 32, R. M. Kerr, fell in with and captured the late British 22 gun ship Laurel, now called Esperance, armed *en flûte*, and commanded by a lieutenant de vaisseau, having on board a valuable cargo of colonial produce from the Isle of France. She was restored to her former rank under the name of Laurestinus.

May.—Elseneur was declared by government in a state of blockade.

May 12.—The Tribune, 36, G. Reynolds, had an action with four Danish national brigs, near the rocks off Port Mandal. Two of the brigs mounted 20, one 18, and the other 16 guns. It commenced at thirty minutes after four *p. m.* and continued until forty-five minutes after six, when the Danish commodore, being much shattered, ceased firing, and crowded sail, followed by her three consorts, to regain the port of Mandal. The Tribune was much cut up in her hull, yards, sails, and rigging; and had 9 k. and 15 w.

July 23.—The boats of the Belvidera, 36, R. Byron, and Nemesis, 28, W. Ferris, under the orders of Lieuts. S. Nisbett, W. H. Bruce, T. Hodgskins, and M. Bruce, with lieutenant of marines J. Campbell, attacked, in a deep bay near the Stadthand, on the coast of Norway, three Danish gun-vessels, two of which, schooner rigged, mounted two long 24-pounders and six 6-pounder howitzers, with a crew of 45 men each; the other had one long 24-pounder, with 25 men. After a short contest the two schooners hauled down their colours, having had 4 men killed; the third ran up a creek, and was burnt by the British.

August 29.—The hired armed cutter Queen Charlotte, 8, J. Thomas master, fought a very gallant action off Alderney for an hour and a half with a large French cutter, of 16 guns, when the latter hauled the wind and made off. The Queen Charlotte had 1 k. and 14 w.

September 6.—Two boats of the Surveillante, 38, G. R. Collier, conducted by J. Illingworth, master's mate, assisted by J. Kingdom and H. Rose, midshipmen, landed, spiked a long 24-pounder, and

and blew up the guard-house of a new battery, at the entrance of the river Crache, without any casualty.

September 8.—The boats of the Dreadnought, 98, Rear-Adm. T. Sotheby, Capt. V. Collard, under the orders of Lieut. T. Pettman, after a sanguinary conflict, cut out from a creek in the island of Ushant a Spanish merchant ship, the *Maria Antonia*, that had been captured by a French privateer. They were opposed by two 4-pounder field-pieces on the beach, a number of troops concealed among the rocks, and a body of about 600 soldiers, stationed on a precipice nearly over their heads. The British loss on this occasion amounted to 6 k. 31 w. and 6 missing.

September 28.—The boats of the *Caledonia*, 120, Sir H. B. Neale; *Valiant*, 74, R. D. Oliver; and *Armide*, 38, R. D. Dunn, under the orders of Lieut. A. P. Hamilton, were sent to destroy three brigs, lying under the protection of a strong battery under *Pointe du Ché*. At about two *a. m.* the marines were landed; Lieut. Little pushed forward with the bayonet to the assault, supported by Capt. M. Lachlan's division, and by a detachment under Lieuts. Coulter and Couche, and quickly carried the battery, and spiked the guns; while the boats captured two of the brigs and destroyed the other. The re-embarkation was effected without loss. Lieut. Little and one private were wounded. The enemy had 14 killed in defending the battery.

October 14.—A desperate action was fought by the *Briseis* gun-brig, 10 guns and 75 men, Lieut. G. Bentham, with the French privateer *Sans Souci*, of 14 guns and 55 men. It lasted for an hour, the vessels touching the greatest part of the time. The enemy had 3 k. and 19 w. before she surrendered. The *Briseis* had 4 k. and 11 w.

October 21.—In consequence of the fiftieth anniversary of the king's accession to the throne, the more effectually to signalize it, a pardon was granted by government to all seamen and marines who had deserted from the service; and on the 24th instant it was likewise extended to deserters from the land forces.

November 13.—The *Amazone* and *Eliza* French frigates, of 40 guns each, having been chased into the anchorage of St. Marcouf by the *Diana* and *Niobe*, of 38 guns each, commanded by Capt. C. Grant and J. W. Loring, took the advantage of the ebb tide, which occasioned the temporary absence of the British frigates, got into the road of La Hogue, and anchored under the protection of a strong battery. After repeated unsuccessful attacks had been made on them, on account of the powerful batteries with which they were covered, although the assailants had been reinforced with the *Donegal*, 74, and *Revenge* of the same force, they were at length driven on shore in the night of the 14th by the effect of Congreve's rockets. Both frigates afterwards got afloat, and on the night of the 27th the *Amazone* slipped out, and arrived safe in the port of Havre. On December 6 the *Eliza* was attacked by a bomb-vessel, which again drove her on shore; and she lay a wreck until the night of December 23, when she was effectually destroyed by the *Diana's* boats, under the orders of Lieut. T. Rowe. All four ships suffered more or less in their masts, sails, rigging, and hulls. The *Diana* had 1 man wounded, the *Donegal* 3, and the *Revenge* 7; two of them mortally.

1811, *March 24.*—At daylight Capt. J. Macnamara of the *Berwick*, 74, chased the French frigate *Amazone* into a small rocky bay,

bay, about a mile to the westward of Barfleur lighthouse, where she anchored with the loss of her rudder. By signal, Capt. Macnamara collected his squadron, consisting of the *Amelia*, 38; the *Goshawk* and *Hawk* sloops; which on their arrival anchored at the outside of the rocks, but the tide ran too strong for the boats to attack the enemy. At noon the *Niobe*, 38, joined, and at four *p. m.* the flood tide making, the squadron got under weigh; but owing to the number of rocks, they could only fire at the enemy in the act of wearing, which had little effect; they therefore hauled off, with a view of renewing the attack in the morning; but the enemy set fire to his ship and destroyed her.

March 26.—The Danes made an attack upon Anholt Island. See ANHOLT.

May 8.—Capt. A. Atcheson, of the *Scylla* sloop, 18, after about two hours chase, boarded and carried the *Canonier* French national brig, of 11 guns and 4 swivels, within the Triagons on the coast of France. One of her convoy was also captured; the others ran on shore. The *Scylla* had 2 k. and 2 w.; the enemy had 6 k. including the captain, and 11 w.

July 31.—In the evening the Algerine cutter, of 10 guns and 60 men, Lieut. J. A. Blow; and the *Brevdrageren* brig, of 12 guns and 47 men, Lieut. T. B. Devon, off the coast of Norway, observed three Danish brigs standing out towards them: they were the *Langland*, of 20 guns and 175 men; *Lougen*, of 18 guns and 160 men; and *Kiel*, of 16 guns and 150 men. The cutter and brig used every exertion to effect their escape. At daylight, August 1, they were about four miles from the enemy; at eleven *a. m.* the enemy's largest brig, being about two miles in advance of the others, an attack was resolved on, in hopes of carrying her by boarding. This daring attempt was frustrated by the exertions of the enemy's second astern; and the Algerine hauling out of the battle with the help of her sweeps, left the *Brevdrageren* in close action with the *Langland*, and the *Lougen* rapidly advancing upon her quarter. At one hour thirty minutes *p. m.* the *Brevdrageren*, having been in close action with the two brigs more than half-an-hour, had received several shots between wind and water, and having had three of her guns disabled, now availed herself of a light air of wind, and got about a mile from the enemy unperceived, when it again fell calm. By the assistance of two sweeps and men from the Algerine, that distance was nearly kept. The Danes kept up a teasing fire until sunset, and at nine *p. m.* gave up the chase. The *Brevdrageren* was much cut up in her hull, masts, rigging, and sails, but had only 1 k. and 3 w.; the Algerine 1 k.

August 2.—An attack was made by the boats of the *Quebec*, 32, C. S. J. Hawtayne; *Raven* sloop, 16, G. G. Lennock; the *Exertion* and *Redbreast* gun-brigs, Lieuts. J. Murray and Sir G. M. Keith, bart.; and hired armed cutters *Alert* and *Princess Augusta*, on four Danish gun-boats, each armed with one long 12 and two long 6-pounders, and 25 men, and commanded by a lieutenant de vaisseau in the French navy, which were lying within the island of *Nordeney*. There were ten boats, containing 117 seamen and marines, including the officers, under the orders of Lieut. S. Blyth of the *Quebec*, who pulled up amidst a shower of grape-shot and canister, and gallantly boarded the first gun-boat, which, after a desperate resistance for a few minutes, having 2 k. and 2 w., was carried, and her long 12-pounder turned upon the other three. In firing this

gun an explosion of cartridges blew Lieut. Blyth into the sea, and wounded other persons: the former reached one of the boats. In ten minutes the other three gun-boats were compelled to surrender, with the loss of 2 k. and 10 w. The British had 2 k. and 9 w. including Lieuts. Blyth and Slout, R. Millet, midshipman, and J. Muggridge, pilot.

August 19.—Capt. H. Bouchier, of the Hawk (slp.), 16, being about six leagues eastward of St. Marcouf, at two *p. m.* chased a convoy, protected by three gun-brigs, of from 10 to 16 guns each, and two luggers, of from 8 to 10 guns. These, as the Hawk advanced, hauled out from their convoy to give battle to the British brig; and the latter hove to, to receive them. At three hours thirty minutes *p. m.* Point Piercuc bearing N. W. half W. distant four miles, the action commenced within half pistol-shot, and was continued with great spirit on both sides, until the Hawk succeeded in driving on shore two of the brigs, the two luggers, and fifteen of their convoy. The Hawk also took the ground in the act of wearing, to prevent the third brig from raking her, whereby that brig and a few of her convoy escaped. After being exposed to incessant discharges of artillery and musketry from the shore for the space of an hour and a half, the Hawk got afloat, and anchored to repair her rigging. The boats were now dispatched under the orders of Lieut. D. Price, assisted by J. Smith, the master, and T. Wheeler, the gunner, and from under a heavy fire of musketry they succeeded in bringing out the Héron national brig, of 10 guns, together with three large transports, laden with timber: the others were bilged, and on their broadsides. The Hawk had 1 k. and 4 w.—Capt. Bouchier was soon after advanced to post rank.

August 24.—Captains W. Ferris, of the Diana, 38, and C. Richardson, of the Semiramis, 36, having disguised their ships, succeeded in passing Pointe de Coubre as two French frigates, and having obtained a pilot, at seven *p. m.* anchored off Pointe de Grave, between the Cordouan lighthouse and Royan, under the batteries of which latter place, and of Verdon, lay the French (late British) gun-brig Teazer, of 14 guns, in company with the brig-corvette Pluvier, of 16 guns. The Teazer's convoy, consisting of five vessels, had anchored about four miles up the river. Three boats were dispatched from the Diana, under the orders of Lieuts. F. Sparrow and G. B. Roper, and W. Holmes, master's mate, and four from the Semiramis, under Lieuts. T. Gardner, P. Grace, and R. Nicholson, and T. Renou, master's mate, to bring them out. The tide being adverse, the boats and captured vessels, at daylight on the 25th, were still up the river. Capt. Ferris now determined to attack the two brigs with the ships; and accordingly, being still disguised, at six *a. m.* they got under weigh. The Diana ran alongside, and captured the Teazer by boarding, without the loss of a man on either side. The Pluvier observing this, and seeing the Semiramis advancing towards her, cut her cables, and ran on the beach, near the battery of Royan. The Semiramis anchored near her in five fathoms water, and after engaging her and the battery a few minutes, Lieut. Gardner returned with the boats, after capturing the convoy. These boats were sent to attack the brig, and after receiving the Pluvier's broadside, Lieut. Gardner boarded and carried her, himself and two men only being wounded. The tide falling rapidly, and the aground, the prisoners were taken out, and she was set afloat. The Semiramis then stood out and joined the Diana, who had

had anchored out of gunshot with the Teazer, and the five vessels lately her convoy, one of which, the transport Mullet, mounted 8 swivels, and had 42 men. At one hour thirty minutes *p. m.* the Pluvier exploded.

September 2.—The Chanticleer brig, 18, Capt. R. Spear, and Manly gun-brig, 12, Lieut. R. W. Simmonds, off the coast of Norway, fell in with three Danish brigs, of 18 guns each. At two hours thirty minutes *a. m.* a close action commenced between the Chanticleer and one of the brigs, but on the approach of the other two, she made sail and got clear off. The Manly had been carrying all sail to approach her consort, and at four got into close action with one of the brigs, which she sustained until six, at which time the other two came to the assistance of their consort; and the Manly having four guns dismounted, her masts and rigging all cut to pieces, was unmanageable, and obliged to surrender. She had 1 k. and 2 w.

September 8.—Capt. J. Percy, of the Hotspur, 36, having a pilot on board, arrived off Calvados, to endeavour to destroy seven gun-brigs, that had been chased in there the day before by the Barbadoes, 28, E. Rushworth, and the Goshawk, 16, J. Lilburn. At six *p. m.* the Hotspur grounded within less than half gun-shot; nevertheless she succeeded in sinking one gun-brig, and driving two on shore, but lay fast for four hours, exposed to a heavy fire from the vessels, a battery, and some field-pieces, which did considerable damage to her hull, masts, and rigging. She had 5 k. and 22 w.

September 20.—Capt. P. Carteret, of the Naiad, 30, being at anchor off Boulogne, was attacked in the presence of Buonaparte, and it was said by his orders, by seven praams, of 12 guns each and 120 men, ten brigs of four guns each, and one sloop of 2 guns. After a mutual and distant cannonading of about three hours, the enemy resumed their stations in the port. The following day the enemy's flotilla, consisting of seven praams and fifteen smaller vessels, chiefly brigs, stood out apparently to renew the same kind of cannonade, when the Naiad being joined by the brigs Rinaldo, 14, Redpole, 18, and Castilian, by skilful manœuvring endeavoured to bring them to close action. The French admiral was however too shy, and having reached his utmost distance, tacked first, thus disappointing Capt. Carteret of making him the principal object of his attack. However, he succeeded in separating a praam from him, and ran her on board, when she was lashed alongside; the small-arms men soon cleared her decks, and the boarders, sword in hand, completed her downfall. Her resistance was, however, most obstinate and gallant. She had 12 long guns, but only 112 men, 60 of whom were soldiers of the 72d regiment of the line. Between 30 and 40 were killed and wounded. Meanwhile the three brigs completed the defeat of the enemy's flotilla; but the proximity of the formidable batteries prevented the capture or destruction of more of their ships or vessels. The little squadron had 3 killed and 20 wounded.

December.—This year closed with a lamentable catastrophe which befell part of the British Baltic fleet. The St. George, 98, Rear-Adm. R. C. Reynolds, Capt. D. O. Guion, under jury masts, and with a Pakenham's rudder, sailed on the 17th from Wingo Sound, accompanied by seven ships of the line, several frigates,

and about one hundred merchant vessels, for England. The *St. George* being in this disabled state, the *Cressy* and *Defence*, 74-gun ships, Capts. C. D. Pater and D. Atkins, were appointed to attend her. The fleet had just cleared the Sleeve, when a tremendous gale of wind came on at W. N. W., W., and S., and shifted to N. W. On the 24th, being the fifth day of the gale, the *St. George* and *Defence* were wrecked on the coast of Jutland, and the whole of their crews, except 18 men, perished. On the 25th the *Hero*, 74, J. N. Newman, met a similar fate on the Haak Sand off the Texel, and only 12 of the crew were saved. The *Grasshopper* sloop, 18, H. Fanshaw, was in company, and struck also, but drove over the bank, and surrendered to the Dutch admiral.

1812, *March 27*.—The *Rosario* and *Griffin* brig-sloops, of 20 and 18 guns, Capts. B. Harvey and G. Trollope, attacked a French flotilla of twelve brigs and a lugger, running alongshore near Dieppe. Each brig mounted three long 24-pounders, and an eight-inch howitzer, with 50 men. They succeeded in capturing three of the brigs, and driving two on shore, under the fire of the heavy batteries, as well as of the flotilla. The remaining seven brigs got into Dieppe. Both vessels had their rigging and sails much cut. The *Rosario* had 5 w.

May 4.—The French having succeeded in getting afloat the *Apelles* 14-gun brig, which, with the *Skylark*, 14, had gotten on shore on the coast of France between Boulogne and Etaples, were this morning, at daybreak, discovered standing alongshore towards Boulogne, under jury sails, by the *Bermuda* and *Rinaldo*, 10-gun brigs, Capts. A. Cunningham and Sir W. G. Parker. They immediately closed with her, and drove her on shore under a battery. As the tide was falling they withdrew, and before it had sufficiently risen again to renew the attack, they were joined by the *Castilian* and *Phipps*, 18 and 14-gun brigs, Capts. D. Braimer and T. Wells. At two hours thirty minutes *p. m.* the four brigs stood in close to the battery in succession, and with their fire drove the French out of the *Apelles*; the boats of the squadron, under Lieut. T. Saunders, then boarded her, and though exposed to a galling fire of shot and shells, succeeded in getting her afloat, and brought her out. The *Skylark* was set on fire by her crew.

May 22.—Capt. Hon. H. Hotham, of the *Northumberland*, 74, the *Growler* gun-brig, 14, in company, intercepted the two French frigates *L'Arianne* and *L'Andromache*, of 44 guns and 450 men each, and the *Mameluke* brig, of 18 guns and 150 men. They had sailed from the Loire in the month of January, been cruising in various parts of the Atlantic, and had destroyed thirty-six vessels of different nations, taking the most valuable parts of their cargoes on board, sending one vessel to England as a cartel, with about 200 prisoners. They were, when discovered, in the very mouth of the port of L'Orient, and tried every manœuvre to avoid action, but in vain; and notwithstanding a heavy galling fire from the numerous batteries, and the intricacy of the navigation amongst dangerous rocks, and a warm contest with the frigates and brig, maintained at intervals for several hours, one of the frigates took fire, and at five minutes past eight blew up; at ten, the other was on fire, and exploded at thirty-five minutes past two in the morning; and in the course of the day the brig blew up, thus making their destruction complete. The *Northumberland* had 5 k. and 28 w.

June.—

June.—A British squadron, under the command of Capt. Sir Home Popham, of the *Venerable*, 74, consisting of several frigates, sloops, &c. was sent off the North Coast of Spain to co-operate with the loyal Spaniards and guerillas in expelling the French from the country.

June 4.—The boats of the *Medusa*, 32, Hon. D. P. Bouverie, under the orders of Lieut. J. Thompson, at night, boarded and carried the French store-ship *Dorade*, of 14 guns and 86 men, in the harbour of Arcasson. At daylight on the 5th she grounded in coming down the harbour; they therefore set her on fire, and she blew up. The enemy were at their quarters, prepared for the attack, and, excepting 23, were either killed or compelled to jump overboard: the boats had 5 wounded.

July 3.—Capt. G. G. Lennox, of the *Raven*, 16, observing fourteen brigs of the French flotilla out of the Scheldt, exercising in the Weiling, immediately made sail to attack them. He succeeded in closing with seven of the brigs, four of which he compelled to anchor under the batteries close to the surf; the remaining three he drove on shore.

July 16.—The boats of the *Asprey* (slp.), 18, T. Clinch, with those of the *Britomart* and *Leveret*, 10-gun brigs, W. B. Hunt, and G. W. Willes, under the respective commands of Lieutenants W. H. Dixon, W. Malone, and F. D. Romney, about nine leagues N.W. from Heligoland, chased, and in about twenty minutes after getting up with the chase, boarded and carried the French lugger privateer *Eole*, pierced for 14 guns, but had only six mounted, with a crew of 31 men. The boats had 2 k. and 12 w.

July 21.—The *Sealark* (sch.) 10, Lieut T. Warrant, had a most severe action off Portland, with the French lugger privateer *Ville de Caen*, of 16 guns and 75 men. Lieut. Warrant met with her as she was chasing and firing at two large merchant ships, steering up Channel, and in order to make sure of her, as she repeatedly wore for the purpose of getting to windward and escaping the *Sealark*, he determined to lay her on board, which he accomplished between her fore and main chains, when an action took place of one hour and thirty minutes, during which time a hot fire was kept up with great guns and musketry, the enemy using hand-grenades and other missiles. On perceiving she had taken fire, the lieutenant ordered Mr. James Beaver, acting master, to board her, which he did in the most spirited manner, and she was carried. She had 15 k. including the captain, and 16 w. The *Sealark* had 7 k. and 22 w. including the lieutenant.

July 31.—Despatches were received this day by Lord Castlereagh, transmitting a treaty of peace and friendship between his Majesty and the Emperor of Russia, and one between his Majesty and the King of Sweden. An embargo was laid upon American shipping.

August 1.—Capt. Lord G. Stuart, of the *Horatio*, 38, in latitude 70 deg. 40 min. N. on the coast of Norway, dispatched the barge and three cutters, with about 80 officers and men, commanded by Lieut. A. M. Hawkins, assisted by Lieut. T. J. P. Masters, and Lieutenant of marines G. Syder, in pursuit of an armed cutter, that had just disappeared among the rocks. On the 2d, at eight a. m. the Danish cutter No. 97, of four 6-pounders and 30 men, was discovered at anchor in company with the Danish schooner No. 114, of six 6-pounders and 30 men, commanded by a lieutenant.

nant, moored in a defensive position, together with an American ship, their prize. The boats advanced to the attack, and at 9 a. m. received the fire of the Danes, whom, after a most sanguinary conflict, they subdued, having had 10 k. and 13 w. The boats had 9 k. and 16 w.

August 16.—The Attack gun-brig, Lieut. R. W. Simmonds, being off Foreness, in the Cattegat, at about eleven p. m. when nearly becalmed, was attacked by a division of Danish gun-boats, ten or twelve in number, which they continued until forty minutes after one a. m. the Attack having during that time had two guns dismounted, her masts, sails, and rigging much cut up, and received several shot between wind and water. While repairing her rigging, &c. at ten minutes after two a. m. she was again attacked by fourteen Danish gun-vessels, each armed with two long 24-pounders, and two howitzers. She defended herself one hour and ten minutes, at which time she was a complete wreck, had 2 k. and 12 w. and being in a sinking state, the colours were struck.

October 13.—The government of the United States having declared war against Great Britain, and issued letters of marque and reprisal against her subjects, general reprisals were ordered against the citizens of the United States.

December 26.—The ports and harbours of the Bay of Chesapeake, and of the river Delaware, in the United States of America, were declared in a state of blockade.

1813, *January 9.*—Hostilities having unfortunately commenced between Great Britain and America, a declaration was issued by government upon the subject.

February 25.—The Linnet, 14-gun brig, Lieut. J. Tracey, being in the chops of the Channel, in a gale of wind, after an hour's resistance, was captured by the Gloire French frigate, of 40 guns.

March 20.—Lieut. T. B. Devon, of the Brevdrageren, and W. Dunbar, master of the Blazer, with two boats and 20 men, proceeded from Cuxhaven up the river Elbe in quest of a privateer. On the 21st, at daylight, off the Danish port of Brunsbittel, about thirty miles up the river, they boarded and captured the two Danish galliot-rigged gun-boats, Jonge Troutman, and Liebe, each mounting two long 18-pounders, and three 12-pounder carronades, with a crew of 26 men, commanded by a lieutenant. The Jonge Troutman had 2 w.

March 30.—The ports and harbours of New York, Charleston, Port-Royal, Savannah, and the river Mississippi, in the United States of America, were declared in a state of blockade.

April 17.—Capt. N. De Courcy, of the Mutine (slp.), 16, cruising in the Bay of Biscay, gave chase to, and after a running fight of two hours, and a close action of fifty minutes, captured the French privateer ship Invincible, of 16 guns and 86 men. The Mutine had 2 w.

May.—The British squadron stationed on the north coast of Spain to co-operate with the patriots in expelling the French from that country, was placed under the command of Capt. Sir G. R. Collier, of the Surveillante, 33; it consisted of frigates, sloops, and smaller vessels.

August 14.—Capt. Maples, of the Pelican, 18 guns and 116 men, on a cruise in St. George's Channel, fell in with and captured the United States sloop of war Argus, of 20 guns and 127 men, commanded by Lieut.-Commandant W. H. Allen. The action was kept

kept up with great spirit on both sides forty-three minutes, when the Pelican being in the act of boarding, the Argus struck her colours. Two were k. and 5 w. on board the Pelican, Mr. William Young, master's mate, being one of the former; he fell in the moment of victory, while animating by his courage all around him. The enemy had 40 killed and wounded; amongst the latter was the commander, who had his left thigh amputated. He died on the 18th, at Plymouth, and was interred with public honours.

September 10.—The Alpheia (sch.), 3, Lieut. T. W. Jones, fell in with, and after eight hours chase, at one *a. m.* brought to close action the schooner privateer Renard, of 14 guns, belonging to Cherbourg. The conflict was maintained with great spirit, the enemy throwing hand-grenades into the Alpheia, until half-past three, when she blew up, and all her gallant crew perished. The Renard had 5 k. and 31 w.

October 9.—Capt. W. O. Pell, of the Thunderer (bomb), 8, in proceeding from Spithead to Woolwich, being off the Owers, the light bearing N. N. E. at half-past eight *p. m.* observed a lugger to windward, under easy sail: he altered his course to near the shore, and took in the studding-sails: the lugger immediately bore up and followed, with her decks full of men, and ready for boarding: at half-past ten she hailed the Thunderer to bring to, and strike, and put her helm up to lay him alongside. Capt. Pell put his helm down, fired four guns, and a volley of musketry; she fell on board and was carried in the most gallant style by boarding. She proved to be Le Neptune, of 16 guns and 65 men, 4 of whom were k. and 10 w. The Thunderer had 2 w.

October 13.—The French national brig Flibustier, of 23 guns and 160 men, one of the finest corvettes of France, after an action of three quarters of an hour, was destroyed by the Telegraph (sch.), Capt. Scriven, of very inferior force, almost in the mouth of the Adour, covered in some degree by the enemy's batteries. This engagement was witnessed by some thousands of both armies.

October 18.—Capt. C. Macdonald, of the Scylla (bg.), 18, fell in with a French frigate under jury main and mizen masts, apparently making the best of her way for Brest. He perseveringly watched her till the 20th, when meeting with the Royalist (slp.), 18, Capt. Bremer, they commenced a joint attack at half-past three *p. m.* the Scylla on the enemy's quarter, and the Royalist on her bow, which continued for an hour and a half, when the sails and rigging of the Scylla being much cut, and mainmast severely wounded, the Royalist nearly in the same predicament, they hauled off to repair the damages, the weather being very squally, so as to endanger their masts. The Rippon, 74, Sir C. Cole, appearing to the northward, Capt. Macdonald ordered the Royalist to apprise her of their situation, while the Scylla watched their antagonist; which having done, the Rippon at daylight on the 21st had an opportunity of closing with the enemy. About ten the frigate bore up towards the Rippon and struck her colours, having exchanged two broadsides with the Scylla, and just as the Rippon and Royalist were within reach. She proved to be Le Weser, of 40 guns and 340 men. The Scylla and Royalist had 2 k. and 9 w.

October 21.—Capt. J. H. Morrison, of the Achates (bg.), 16, fell in with a French frigate, under jury masts, which he immediately chased, and gallantly engaged for a short time, when a large ship bearing down, he hauled towards her: the stranger on observing this,

this, tacked and stood off. The Achates then renewed the chase, and at noon was again near enough to exchange shots with the frigate, which he continued until eight *p. m.* Favoured by the darkness of the night, the French frigate pursued her course unmolested until the 23d, when she was chased by the Andromache, 36, G. Tobin, who after receiving the fire from her stern chasers for about three quarters of an hour, got upon her quarter, and commenced a close and well-directed fire, which in a quarter of an hour compelled her to haul down her colours. She proved to be the Trave, of 40 guns and 321 men, of whom 1 was k. and 28 w. The Andromache had 2 w. She was the consort of the Weser, taken by the Rippon, Scylla, and Royalist, on the 21st.

November 1.—At about five miles N. N. W. from St. Vallery, Capt. W. B. Dashwood, of the Snap (bg.), 16, discovered five French armed luggers, three to windward, and two considerably to leeward. He gave chase to the former, but they separated, and escaped by superior sailing. He then bore up for the other two, one of which, after ten minutes cannonade, he captured without the loss of a man. She proved to be the privateer Lion, of Boulogne, mounting 16 guns, with 69 men, of whom the captain and 4 were k. and 6 w.

November 25.—His Serene Highness the Prince of Orange embarked from Deal for Holland, on board the Warrior, 74, Capt. Lord Viscount Torrington.

1814, January 14.—A treaty of peace and alliance was concluded at Kiel between Denmark and Great Britain.

February 25.—Capt. Phillimore, of the Eurotas, 38, had a most severe conflict with La Clorinde French frigate, of 44 guns, with four brass swivels in each top, and 360 picked men. At about five o'clock *p. m.* the Eurotas passed under La Clorinde's stern, hailed her, and commenced close action. When receiving her broadside, and passing to her bow, the mizenmast of the Eurotas was shot away. Capt. Phillimore ordered the helm to be put down to lay her aboard, but the wreck of the mizenmast lying on her quarter, prevented this from being accomplished. The enemy just passed clear of the Eurotas, when both officers and men renewed the action with the most determined bravery and resolution, the enemy returning the fire in a warm and gallant manner. The Eurotas succeeded in raking her again, and they then lay broadside to broadside. At twenty minutes after six the mainmast of the Eurotas fell by the board, the enemy's mizenmast falling at the same time: at fifty minutes after six the foremast of the Eurotas fell, and the enemy's mainmast almost immediately afterwards. At ten minutes after seven La Clorinde slackened her fire, but having her foremast standing, she succeeded with her foresail in getting out of range. Capt. Phillimore was at this time so much exhausted by the loss of blood from wounds he had received in the early part of the action, by a grape-shot, that he was obliged to go below, leaving Lieut. Smith to take command of the quarter-deck and pursue the enemy. He kept sight of him during the night, and cleared the ship of the wreck, so as to renew the action the following day, for which the officers and men were as eager as they were to commence it, when, to their great mortification, being only four or five miles distant, they perceived two sail on the lee bow, which proved to be the Dryad, 36, Edward Galway, and Achates, 14, H. Mottram, and they having crossed the enemy before the Eurotas could get up to him,

him, thus deprived her of the gratification of seeing his colours hauled down to her. The *Eurotas* had 20 k. and 40 w.; three fine promising young midshipmen, J. Spurling, Charles Greenway, and J. T. Vaughan, were amongst the former. *La Clorinde* had 120 killed and wounded.

March 27.—After a chase of fifteen hours, and upwards of one hundred and twenty miles, the *Hebrus*, 38, Capt. E. Palmer, came up, and brought to action between one and two o'clock a. m. under Cape La Hague, *L'Etoile* French frigate, of 44 guns and 327 men. The *Hebrus* at its commencement suffered much in her rigging; the enemy firing high, shot away her fore-topmast and foreyard, crippled the mainmast and bowsprit, and cut away almost every shroud, stay, and brace. The fire of the *Hebrus* from the first, and throughout, was directed at *L'Etoile's* hull, and the ships being as close together as they could be without touching, she suffered most severely, every shot which struck passing through her. About four o'clock her mizenmast fell by the board, and her fire ceased, when, after an obstinate contest of two hours and a quarter, she struck her colours. *L'Etoile* had 40 k. and 70 w. The *Hebrus* had 13 k. and 25 w. Amongst the former was a most promising young gentleman, Mr. P. A. Crawley, midshipman. Capt. Palmer mentions the great assistance he derived from the professional ability of Capt. W. Sargent, of the navy, who was serving as a volunteer on board the *Hebrus*.

May 3.—The convention for a suspension of hostilities with France, signed at Paris April 23, was ratified by the British and French governments.

May 30.—The definitive treaty of peace and amity, between England, her allies, and France, was signed at Paris.

June 28.—The *Reindeer* (bg.), 18, Capt. W. Manners, in latitude 48 deg. 36 min. N. and longitude 11 deg. 15 min. W. fell in and chased the United States ship *Wasp*, 22, Capt. J. Blakeley. A furious action commenced, at twenty-six minutes past three p. m. and in about half-an-hour the *Reindeer* was so disabled, that she fell with her bow against the larboard quarter of the *Wasp*. The latter immediately raked her, and the riflemen in the tops picked off the British officers and men on every part of the deck. Capt. Manners, who had previously been shot through both legs and thighs, was shot through the head in leading and encouraging his men to board. Having been overwhelmed with superior numbers, the Americans rushed on board, and took possession of the *Reindeer*, from Mr. R. Collins, the captain's clerk, the senior officer alive on deck. The British had 25 k. and 42 w. out of 98 men and 20 boys. The *Wasp* had 11 k. and 15 w. out of 173. The broadside of the *Reindeer* amounted to 198 lbs.; that of the *Wasp* to 336 lbs. The *Reindeer* measured 385 tons; the *Wasp* 539 tons.

July 12.—The *Landrail* cutter, of 4 guns and 19 men, Lieut. R. D. Lancaster, charged with despatches across the British Channel, was chased by, and maintained a running fight of one hour and ten minutes, and a close action, within pistol shot, of forty minutes, with the American privateer schooner *Syren*, of 7 guns and 75 men. The *Landrail* had 7 men wounded, and being much cut up in her hull and sails, surrendered. The *Syren* had 3 k. and 15 w.

December 24.—A treaty of peace and amity between his majesty and the United States of America was signed at Ghent.

1815, *March 13*.—The Hon. Capt. Maude, of the *Favourite*, arrived

arrived at the Foreign-office, being the bearer of the ratification, by the president and senate of the United States of America, of the treaty of peace concluded at Ghent, between his majesty and the said United States, on the 24th of December last. The ratifications of the above treaty were duly exchanged, at Washington, the 15th ultimo.

June 21.—General reprisals were ordered by the government against France, in consequence of Buonaparte having returned from Elba, and resumed the imperial power.

July 14.—Capt. Maitland, of the *Bellerophon*, 74, in a letter to the Admiralty, stated that the Count Las Casas and General L'Allemant that day came on board, with a proposal for him to receive on board Napoleon Buonaparte, for the purpose of throwing himself on the generosity of the Prince Regent. Capt. Maitland conceiving himself authorized by the secret order of the lords commissioners of the Admiralty, acceded to the proposal. That no misunderstanding might arise, the captain explained to the Count Las Casas, that he had no authority for granting terms of any sort, but that all he could do was to convey him and his suite to England, to be received in such manner as the Prince Regent might deem expedient. On the 15th Napoleon Buonaparte, with his suite, surrendered himself on board the *Bellerophon*.

HONYMAN, Rear-Adm. R. This officer, after serving as lieutenant and commander with great credit, obtained post rank December 10, 1798, and subsequently commanded the *Garland* and *Topaze* frigates. Early in 1803 Capt. Honyman was appointed to the *Leda*, 38, and at the commencement of hostilities was stationed on the coast of France with a small squadron, to obstruct the progress of the enemy's flotilla from the eastward towards Boulogne. September 29, while engaging a flotilla of gun-boats, a shell fell on board the *Leda*, and exploded in her hold without hurting a man. In January 1806 the *Leda* formed part of Sir Home Popham's squadron at the reduction of the Cape of Good Hope, and afterwards accompanied that officer on an expedition to the Rio de la Plata, where she continued until about September 1807. Towards the end of that year Capt. Honyman captured *L'Adolphe*, a French privateer, of 16 guns, on the coast of France. On January 31, 1809, the *Leda* was wrecked near the entrance of Milford Haven; but her commander was fully acquitted by a court-martial. Capt. Honyman has since commanded the *Ardent*, *Sceptre*, and *Marlborough*; and on May 27, 1825, was promoted to the rank of rear-admiral. See **CAPE OF GOOD HOPE**, January 9, 1806; and **AMERICAN STATIONS**, September 9, 1806.

HOOD, Adm. Samuel Lord Viscount, the elder brother of Lord Bridport, and son of the rector of Thorncombe, embarked first in the *Romney*, Commodore T. Smith, in the year 1740. Mr. Hood was appointed lieutenant to the *Winchelsea*, of 20 guns, in 1746, which, in the winter, engaged and captured a French frigate of superior force. In 1754 he was made commander of the *Jamaica* sloop. In July 1756 he was made post. His first brilliant action was in the *Antelope*, 50 guns, to which he was appointed in April 1757, in which ship he drove on shore and totally destroyed a French ship, of 50 guns and 450 men. The enemy had 30 k. and 25 w.; the *Antelope* only 3 k. and 13 w. Capt. Hood was appointed to the *Vestal* frigate in 1758. On February 21, he engaged and took the *Bellona*, a French frigate of 32 guns and 220 men, 42 of whom

whom were killed; but the *Vestal* had only 5 k. and 22 w. On July 25, 1776, he was appointed to the command of the *Courageux*, 74. On February 16, 1778, Capt. Hood was appointed commissioner of Portsmouth dock-yard; and on April 20 following, was made a baronet; and in September 1780, rear-admiral of the blue. In 1780, he hoisted his flag on board the *Barfleur*, and sailed with a squadron to the West Indies, where he added considerably to his reputation. On April 29, 1781, he endeavoured in vain to bring Count de Grasse to a close engagement, notwithstanding he had a very superior force. On September 5, being off the Chesapeake; with 19 sail of the line, he engaged the French, who had 24, but the action was partial. Our fleet had 90 k. and 230 w. In January 1782, he had three partial actions with De Grasse, in Basseterre Road, the object of which was to relieve St. Christopher's. On April 9, he sustained a fierce attack from De Grasse, the *Barfleur*, his ship, having at one time seven, and generally three ships upon her. This led to the memorable 12th of April, in which engagement Sir George Rodney says, in his public despatches, Sir Samuel most conspicuously exerted himself. On May 28, 1782, he was created Baron Hood; and on June 20 following, he received the freedom of the city of London, and a gold box of 100 guineas value. In 1782 he sailed again to the West Indies, when Prince William Henry, at that time serving as midshipman, under Adm. Digby, was, agreeable to his majesty's commands, intrusted to Lord Hood's direction, in the *Barfleur*. On the peace taking place, he arrived, June 26, 1783, with the squadron under his command, at Spithead; and in June 1788, he was made one of the commissioners for executing the office of lord high admiral of Great Britain. On the commencement of the late wars, in 1793, Lord Hood was appointed to the command of a powerful fleet, destined for the Mediterranean, where, on his arrival, a more difficult and perplexing task (as connected with the events which took place at Toulon and in Corsica), never fell to the lot of a British admiral. Lord Hood's health being much impaired by the fatigue and anxiety attending such a continuance of duty, returned to England for its re-establishment, December 1794. In May following, he had prepared to resume his command in the Mediterranean, when, on May 2, 1795, he was ordered to strike his flag, which has never been hoisted since. On March 25, 1795, Lord Hood was elected an elder brother of the Trinity House. In April 1796, he was appointed governor of Greenwich Hospital; and in May he was raised to the dignity of a viscount of Great Britain. His lordship was advanced vice-admiral of the red, February 1, 1793; admiral of the blue in April 1794; admiral of the white, February 14, 1793; and admiral of the red at the revival of that rank in the latter end of 1805. He died at Bath, January 27, 1816, aged 92.

HOOD, Vice-Adm. Sir Samuel. This valiant and amiable officer, after passing through the more subordinate departments of the naval service, was in 1782 advanced to the rank of master and commander, in which rank, in the *Renard*, he was present at the glorious action of Sir George B. Rodney, in April 1782. In 1784, he was employed surveying the coast of Halifax, and for his vigilance and activity was raised to post rank. In 1790 he was appointed to the *Juno*, in which ship he was, in December 1793, upon the point of being captured, having entered Toulon after its evacuation by the English; but his presence of mind saved him and his gal-

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lant crew from a French prison. In 1795 he was employed at the reduction of Corsica, and also in the command of a small squadron in the Archipelago. In 1796 he was actively employed in the Zealous, under Earl St. Vincent, off Toulon, and in 1797 was with Lord Nelson, at Teneriffe. In 1798, his valiant conduct, under Lord Nelson, at the action of the Nile, acquired him his full share of renown; he engaged and captured the *Guerrier*, and (until called off by signal) was singly in combat with four French ships, which escaped; for all which he was subsequently honoured with the thanks of Parliament, and a sword from the city of London. Afterwards he had command of a squadron on the coast of Egypt, when he destroyed 30 sail of transports. In 1799, he received the order of St. Ferdinand and Merit, for his valiant conduct in expelling the French from Naples. In 1801, he distinguished himself under Sir James Saumarez, at Algeziras; the Venerable, his ship, in this action, lost all her masts, had 30 men killed, and 100 wounded. He again received the thanks of Parliament and the Admiralty. In 1802, he proceeded as a commissioner to Trinidad, and after Adm. Totty's death, became commodore, and captured *Demerara*, *Essequibo*, and *Berbice*. For his gallant conduct on these occasions, he received the distinguished military Order of the Bath. In 1806, being in the *Centaur*, with a squadron watching the enemy off Rochefort, Sir Samuel, on September 25, fell in with five large frigates and two corvettes full of troops. In the action which ensued, and in which he captured four of the frigates, Sir Samuel was wounded, and obliged to have his right arm amputated. For his conduct on this occasion, and in consideration of the loss of his arm, and of his former numerous services, his majesty has since ordered him a pension of £500 \pounds annum. He became member for Westminster in 1807. On October 2, in the same year, he was made rear-admiral of the blue. In 1808 he was promoted to the rank of rear-admiral of the white. In 1809 he received the thanks of Parliament for his services at Corunna; and in the same year was created a baronet. In 1810 he was promoted to rear-admiral of the red; and in 1814 vice-admiral of the white. He died commander-in-chief in the East Indies, on December 24, 1814. See *MEDITERRANEAN STATION*, January 11, 1794, and July 5, 1801; *HOME STATION*, July 15, and September 25, 1806; *BALTIC STATION*, September 26, 1808; *ST. LUCIA*, *MADEIRA*, *SURINAM*, and *NILE*.

HOOD, Capt. A. killed. See *HOME STATION*, April 21, 1798.

HOPE, Vice-Adm. Sir W. J., K. G. C., began his naval career in 1776, being then ten years of age, in the *Weazle*, of 14 guns; and in October 1782 obtained the rank of lieutenant in the *Dædalus* frigate, in which ship he remained until the end of the war. He served in various ships during the peace; and early in 1790 obtained the command of the *Rattle* sloop, from which vessel he was removed in the month of June, to act as captain of the *Adamant*, then bearing Sir R. Hughes's flag, on the North American station. He was subsequently appointed acting captain of the *Penelope*, which ship he paid off in the summer of 1792. In January 1793 he commissioned the *Incendiary* fire-ship; and on January 9, 1794, obtained post rank in the *Bellerophon*, 74, bearing the broad pendant, and afterwards the flag of the late Sir T. Pasley, which ship was in Lord Howe's action with the Republican fleet on May 28,

29, and June 1. See FIRST OF JUNE. For his gallant conduct on that occasion Capt. Hope was presented with a gold medal, and, in common with the other officers of the fleet, received the thanks of both Houses of Parliament. He continued in the *Bellerophon* till January 1796, and subsequently commanded the *Tremendous* and the *Venerable*, the latter bearing the flag of Adm. Duncan, in the North Sea; but in consequence of a violent contusion which he received on the head, about the month of October 1796, he was obliged to resign his command. During the year 1797 he was employed equipping ten sail of gun-brigs at Leith. In February 1798 Capt. Hope was appointed to the *Kent*, 74, which ship bore the flag of Lord Duncan in the expedition against Holland in August 1799. On that occasion he was present at the capture of the *Helder*, and surrender of the Dutch squadron, commanded by Rear-Adm. Storey; and was afterwards charged with the official despatches to the Admiralty. On his arrival he had the gratification of receiving his sovereign's personal thanks for his services, together with a purse of £500 for the purchase of a sword. Shortly afterward the Emperor of Russia sent him the riband and cross of a knight of the Order of Malta.

In June 1800, Lord Duncan having struck his flag, the *Kent* was sent to reinforce Lord Keith, on the Mediterranean station. In December Captain Hope received on board at Gibraltar, Lieut.-Gen. Sir Ralph Abercrombie, with his staff, and conveyed him from thence to Egypt. He was subsequently employed in the blockade of Alexandria, and remained upon that station until Cairo surrendered to the British arms, on June 28, 1801, when he resigned the command of the *Kent*, and returned to England. In the spring of 1804 he was appointed to the *Atlas*, 74, but was soon obliged to resign, from ill health. Early in 1807 Capt. Hope was called on to take a seat at the Board of Admiralty, which he vacated in 1809. He was nominated a colonel of Royal Marines August 1, 1811; advanced to the rank of rear-admiral August 12, 1812; appointed commander-in-chief at Leith in November 1813; created a K. C. B. January 2, 1815; and re-appointed to the chief command at Leith early in 1816, which he retained until September 1818. In January 1820 he again became a lord of the Admiralty. On August 12, 1819, he was promoted to the rank of vice-admiral; and on October 4, 1825, was created a K. G. C.

HOPE, Rear-Adm. Sir G., died in 1818. See TRAFALGAR.

HOPE, Capt. H., C. B. See AMERICAN STATIONS, January 15, 1815.

HORNBY, Capt. P., C. B. See LISSA.

HOSTE, Capt. Sir W. bart., K. C. B., entered the naval service under the protection of the late Lord Nelson, at the commencement of the French revolutionary war, and served with him several years. In 1798 he was made a commander; and on January 7, 1802, obtained the rank of post captain. In November 1804 Capt. Hoste was appointed to the *Eurydice*, 24, from which ship he removed into the *Amphion*, 32, about November 1805. At the commencement of 1809 he was senior officer in the Adriatic, where he cruised with unremitting vigilance against the enemy's vessels, who were carrying supplies to the garrisons of Ancona and the Ionian Islands, the particulars of which will be found detailed under their proper heads. On March 13, 1811, near Lissa, with a squadron of four frigates, he attacked and defeated an enemy's squadron of very superior force, as detailed under the article LISSA.

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After being refitted at Malta, he escorted his prizes from thence to Portsmouth, where the *Amphion* was put out of commission, August 12. Capt. Hoste was next appointed to the *Bacchante*, 38, and returned to the Mediterranean, where he again cruised with persevering activity against the enemy's vessels. He served on shore at the capture of Fiume, by the squadron under Rear-Adm. Freemantle, July 3, 1813; and on the 5th landed at Porto Ré with a party of marines, and blew up the forts. August 2, he disembarked at the head of a detachment of seamen and marines; droyed the French troops out of Rovigno, demolished their works, brought off part of a large convoy, and destroyed the remainder. He also commanded the forces in the reduction of Cattaro and Ragusa. In March 1814, at the request of a deputation from the inhabitants of Parga, for assistance against the French garrison, consisting of 170 men, commanded by a colonel, he proceeded thither, and took possession of the town and fortifications. He shortly after, on account of ill health, quitted the *Bacchante*, and returned to England. May 23, 1814, Capt. Hoste received the royal permission to accept and wear the insignia of a knight of the Austrian military Order of Maria Theresa; and on July 23 he was raised to the dignity of a baronet of Great Britain. He shortly after obtained an honourable augmentation to his family arms; and on January 2, 1815, was nominated a K. C. B. On June 1, 1822, Sir William was appointed to the *Albion*, 74, guard-ship at Portsmouth, which command he retained until June 7, 1825. See MEDITERRANEAN STATION, 1809, 1810, 1811, 1812, 1813, 1814; LISSA, CATTARO, and RAGUSA.

HOTHAM, Vice-Adm. Sir W., was born in February 1772, entered early into the naval service, and obtained the rank of post captain in the *Cyclops*, October 7, 1794, which he commanded until February 1796. Early in 1807 he was appointed to the *Adamant*, 50, employed in the North Sea, which was the only two-decked ship that remained with Adm. Duncan, off the Texel, during the mutiny of 1797. He was in the memorable battle off Camperdown, on October 9; subsequently to which he was ordered to the Cape of Good Hope, where he continued upwards of three years. He assisted at the destruction of *La Preneuse* French frigate, near Port Louis, in the Mauritius, December 11, 1799. On the renewal of hostilities with the French in 1803, Capt. Hotham was appointed to the *Raisable*, 64, which command he resigned from ill health in May 1804. He subsequently commanded the sea fencibles at Liverpool; and in August 1812, was appointed to the Royal Sovereign yacht, which command he retained until he was promoted to the rank of rear-admiral, December 4, 1813. He was nominated a K. C. B. January 2, 1815, and advanced to the rank of vice-admiral July 19, 1821.

HOTHAM, Vice-Adm. Sir H., K. C. B., was born July 19, 1777, and was made a post captain January 13, 1795. He successively commanded *La Mignonne*, 32; *Dido*, 28; and the *Blanche*, 32; the latter he quitted at Portsmouth, in September 1798. In January 1800 he was appointed to the *Immortalité*, 36; and on September 22, being in chase of a French brig of war, at nine p. m. both vessels took the ground, near Noirmoutier; the brig was destroyed, and the *Immortalité* got off. He assisted at the capture of several privateers, among which was *L'Invention*, of 24 guns, with four masts, on July 27, 1801. Soon after the renewal of hostilities

ilities with the French in 1803, Capt. Hotham was appointed to the *Imperieuse*, 40; and from that ship was removed to the *Revolutionnaire*, 44, in which ship he had the honour of conveying the Duke of Sussex from Lisbon to Portsmouth, where his royal highness was landed August 16, 1804. Subsequently to this, he was appointed to the *Defiance*, 74, and on February 23, 1809, formed part of the squadron under Rear-Adm. the Hon. R. Stopford, which drove on shore three French frigates under the batteries near Sable d'Olonne. In the following summer he was employed on the north coast of Spain, co-operating with the patriots of that country. In August 1810 he was appointed to the *Northumberland*, 74, and on November 22 captured the French privateer ketch *La Glaneuse*, of 14 guns. On May 22, 1812, he drove on shore and destroyed, on the Isle of Groais, two French frigates and a brig, in the presence of a French ship of the line, lying at anchor ready for sea, in the entrance of Port L'Orient. On December 4, 1813, he was nominated a colonel of Royal Marines, and subsequently served as captain of the fleet, and as a flag officer under the orders of Sir Alexander Cochrane, on the North American station. He was promoted to the rank of rear-admiral June 4, 1814; and on January 2 following was nominated a K. C. B. Rear-Adm. Hotham commanded a division of the Channel fleet, and after the battle of Waterloo, was stationed on the coast of France, to prevent the escape of Buonaparte, who surrendered himself to the *Bellerophon*. Early in 1818 Sir Henry was appointed a lord of the Admiralty, which appointment he retained until March 1822. He attained the rank of vice-admiral May 27, 1825. See HOME STATION, July 27, 1861; February 23, 1809; and May 22, 1812.

HOTHAM, Adm. Lord. This officer was, on August 17, 1757, appointed captain of the *Gibraltar*, which is the first information we have concerning him. Early in the ensuing year he was appointed to the *Melampe*, 36, in which ship, and in the *Æolus*, he distinguished himself by his good conduct, bravery, and seamanship, till the peace of 1763. In 1776, when the American war commenced, Capt. Hotham was advanced to the rank of commodore, and sailed for America in the *Preston*, of 50 guns, with a numerous fleet of transports. The commodore added greatly to his reputation in the various operations which took place during this unhappy contest. He arrived in England June 29, 1781. In the following year he was appointed to the *Edgar*, of 74 guns, and was present at the relief of Gibraltar. On September 24, 1787, he was advanced to the rank of rear-admiral of the red; and on September 21, 1790, to that of vice-admiral of the blue. On the commencement of hostilities with France he was promoted to the rank of vice-admiral of the white, on February 1, 1793; and soon after appointed second in command of the fleet ordered to the Mediterranean under Lord Hood. On April 12, 1794, he was promoted to vice-admiral of the red. Adm. Lord Hood returning to England in November, the command in chief of the Mediterranean fleet devolved on Adm. Hotham. On March 13, 1795, he met with the French fleet, consisting of fifteen sail of the line and four frigates, having on board 18,240 sailors, marines, and soldiers. The British fleet consisted of fourteen ships of the line, having on board 8896. An action took place, in which two ships, the *Ca Ira*, of 80 guns, and the *Censeur*, of 74 guns, were captured, when the enemy sheered off. Thanks were voted by Parliament to Adm. Hotham for his conduct

on this occasion, and he was advanced to the rank of admiral of the blue. An indecisive encounter again took place with the French fleet on July 13. Towards the close of the year Adm. Hotham resigned the command of the Mediterranean fleet, and returned to England. On March 7, 1797, in reward of his long and meritorious services, the admiral was raised to the dignity of a peer of Ireland, by the title of Baron Hotham; on February 14, 1799, he was promoted to the rank of admiral of the white; and in 1805 admiral of the red. He died in 1813. See MEDITERRANEAN STATION, March 8, 1795.

HOWE, Adm. Earl. This veteran of the British navy was the second son of Sir Emanuel Scrope, the second Lord Viscount Howe, Baron of Clonawley, and Maria Sophia Charlotte, eldest daughter to the Baron Kilmanseck, master of the horse to George the First, as elector of Hanover. His lordship was born in or near the year 1725. He entered the service at the age of fourteen, under Commodore Anson, who sailed with a squadron to the South Seas, on board the *Severn*, of 50 guns, the Hon. Capt. Legge. The next officer under whom he was placed appears to have been Sir Charles Knowles, then commodore of a squadron detached in the month of February 1743, to attempt the town of La Guira, on the coast of Caracas. Mr. Howe served on board the *Burford*, Capt. Franklin Lushington, one of the officers concerned in the capture of the well-known prize the *San Josef*, and which cost him his life. In the evidence which Mr. Howe gave, at a court-martial held subsequent to the action, relative to the conduct of the *Burford*, he evinced the most honourable feelings of attachment and acute sensibility for his worthy commander: he was twice arrested in giving evidence by his grief, notwithstanding he possessed the strongest nerves—nerves which he afterwards proved were not liable to be affected by those passions which often distract the minds of the bravest men. Mr. Howe was soon afterwards appointed acting lieutenant by Com. Knowles. He displayed his active and resolute character in going, with the boats, and cutting out of the Dutch settlement of Eustatia, an English merchantman, which had been captured by a French privateer, under the guns and protection of the governor, who disregarded the transaction. Lieut. Howe was, about the year 1745, made commander, in the *Baltimore* sloop of war. During the cruise off Scotland, the *Baltimore*, with another armed vessel, fell in with two French frigates, of 30 guns, crowded with troops and ammunition for the pretender. Capt. Howe immediately ran the *Baltimore* between them, and a desperate and bloody action ensued. He was severely wounded in the head, and in appearance dead; but after being carried off deck, and having his wound dressed, he recovered so as to fly again to his post. The French ships sheered off; and the *Baltimore*, from her shattered state, attempted in vain to pursue them: he was immediately made post, and appointed to the *Triton* frigate. He was afterwards appointed by his early patron, Adm. Knowles, first captain of his ship, the *Cornwall*, of 80 guns. In 1750—51 he was appointed to the command of his majesty's ships on the coast of Guinea. In 1751 he was appointed to the *Mary* yacht, and in 1752 to the *Dolphin* frigate. In 1754 he had the command of the *Dunkirk*, of 60 guns, which, towards the end of April 1755, was one of the squadron which sailed under Adm. Boscawen to meet the French fleet. Capt. Howe struck the first blow of that war, by engaging
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and capturing the *Alcide*, of 64 guns. It was about this period that Capt. Howe was informed by the lieutenant of the watch, in the middle of the night, that the ship was on fire; and shortly after the lieutenant returned, and exclaimed—"You need not, sir, be afraid, the fire is extinguished."—"Afraid!" exclaimed the captain, "what do you mean by that, sir? I never was afraid in my life!" and looking the lieutenant full in the face, he added, "how does a man feel, sir, when he is afraid?—I need not ask how he looks." In 1788 he succeeded, on the death of his brother, to the title of Lord Howe; and on August 23, 1763, he was appointed to the board of Admiralty. In 1765 he was made treasurer of the navy; and on October 18, 1770, when he resigned this post, as well as colonelship of marines, he was promoted rear-admiral of the blue, and commander-in-chief in the Mediterranean. On March 31, 1775, he was appointed rear-admiral of the white, and was chosen member for Dartmouth. On December 7, he was made vice-admiral of the blue. When the American war took place, he was nominated commander-in-chief on that station. He hoisted his flag on board the *Eagle*, of 64 guns, and arrived off Halifax on the 1st of July 1776. During the whole of this unhappy contest his lordship gave manifest proofs of his abilities and attention. In 1782 he was made a peer of Great Britain, by the title of Viscount Howe, of Langar, in the county of Nottingham. On April 8, he was made admiral of the blue. In October he sailed with a fleet and convoy for the relief of Gibraltar, which he effectually accomplished, notwithstanding the numerous obstacles opposed to him. On January 23, 1783, he was appointed first lord of the Admiralty. On September 24, 1787, he was advanced to be admiral of the white. On July 16, 1788, he quitted the Admiralty; and on August 19 was created an earl of Great Britain, by the title of Earl Howe. In 1790, until the Queen Charlotte was ready, he hoisted his flag on board the *Victory*. In 1793 he was appointed commander of the western squadron; and on June 1, 1794, he obtained the glorious victory over one of the most powerful fleets that France had ever equipped. In May 1795 he resigned the command in the Channel on account of ill health, and on March 18 he was appointed general of marines. He died August 5, 1799, in the seventy-third year of his age. A monument was voted to his memory by Parliament, which is to be seen in St. Paul's church. See **FIRST OF JUNE**.
HUNT, Capt. P. See **MEDITERRANEAN STATION**, March 5, 1784; and **HOME STATION**, July 16, 1812.
HUTT, Capt. J. See **FIRST OF JUNE**.

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INGLIS, Vice-Adm. J., was made post captain on August 23, 1781, and distinguished himself in the *Belliqueux*, off Camperdown, 1797. His ship had 25 k. and 78 w. He was made a rear-admiral on January 1, 1801, and a vice-admiral on November 9, 1805. He died in 1807 at Edinburgh. See **CAMPERDOWN**.

INMAN, Capt. H. was appointed in 1810 naval commissioner at Madras, and died a few days after his arrival there, respected as an officer and regretted as a man. See **COPENHAGEN**; and **HOME STATION**, July 9, 1800.

IONIAN ISLES. The French garrison of Zante, the principal of these islands, surrendered, without opposition, on October 2, 1809.

1809, to the British forces under Brig.-Gen. Oswald, commanding a division of the troops detached from the army under Lieut.-Gen. Stuart, in Sicily, and Capt. Spranger, commanding a division of ships and vessels, detached from the squadron under Vice-Adm. Lord Collingwood, off Toulon. The ships employed on this service were the *Warrior*, 74, J. W. Spranger; *Magnificent*, 74, G. Eyre; *Spartan*, 38, J. Brenton; *Philomel* (bg.), 18, G. Crawley; *Belle Poule*, 38, J. Brisbane; *Kingsfisher* (slp.), *Ewell Tritton*. The enemy's troops in Cephalonia surrendered, on the same terms, on the 4th; in Ithaca, the 8th; and Cerigo, the 12th of October.

IRBY, Hon. Capt. F. P. See ISLES DE LOSS.

IRWIN, Capt. J. died March 23, 1812. See ST. VINCENT.

ISLE OF FRANCE, or MAURITIUS. This most valuable, important, and last remaining colony of France, surrendered to the British arms on December 3, 1810. The remaining naval force of the enemy in these seas was thus captured, and his most destructive means of annoying the British commerce eastward of the Cape of Good Hope completely annihilated. Major-Gen. Abercromby commanded the land, and Vice-Adm. Bertie the naval forces. The ships and vessels employed were the *Africaine*, 38, Vice-Adm. Bertie, Capt. Thomas Graham, acting; *Illustrious*, 74, W. R. Broughton; *Boadicea*, 38, J. Rowley; *Nisus*, 38, P. Beaver; *Cornwallis*, 44, J. Caulfield; *Menelaus*, 38, P. Parker; *Clorinde*, 36, Thos. Briggs; *Cornelia*, 32, Hen. F. Edgele; *Doris*, 38, W. J. Lye; *Nereide*, late *La Venus* (*Fr.*), 36, R. Henderson, acting; *Psyche*, 36, J. Edgumbe; *Ceylon*, 38, J. Tomkinson, acting; *Eclipse*, 18, H. Lynne, acting; government armed ship *Emma*, Capt. H. Street, acting; and some other small vessels. De Caen was the French captain-general of this colony, and according to the capitulation, he and the garrison were not considered prisoners of war. On this expedition the British had only 173 killed, wounded, and missing.

ISLES DE LOSS. A most sanguinary action was fought off these isles on February 7, 1813. The *Amelia*, 38, F. P. Irby, having received information that *L'Arethuse* and *Le Rubis*, two French frigates of the largest class, were off these isles, with a Portuguese ship their prize, immediately proceeded in search of them. On the 6th, having neared the island of Tamara in the evening, he found one frigate at a considerable distance to the northward from the other: she stood out to sea, and Capt. Irby stood off for the night. The next morning one of the frigates was just visible from the deck—it was then calm; on a breeze springing up about noon, she stood towards the *Amelia*. Capt. Irby, with a view to drawing her off from her consort, continued standing out to sea till sun-set, when not perceiving the other ship from the mast-head, and the breeze failing, he shortened sail, wore, and approached her. A little after seven the enemy tacked, and hoisted his colours. At forty-five minutes past seven *p. m.*, being within pistol-shot on his weatherbow, both ships commenced firing nearly at the same time, which continued until twenty minutes after eleven, when she bore up, having that advantage, leaving the *Amelia* in an ungovernable state, with her sails, standing and running rigging cut to pieces, and masts injured. During the action, the *Amelia* fell twice on board the enemy, in attempting to thwart his hawse, when he tried to board, but was repulsed by the marines and the boarders. Though never once exposed to a raking shot, but all fair fighting, the carnage was dreadful, 51 being killed, and 95 wounded. Senior and

and second lieutenants John James Bates and John Pope, Lieut. Grainger of the marines, Lieutenants George Wills and Pascoe, and Mr. John Bogue, late purser of the *Thais* (invalided), were amongst the lamented slain.

J.

JAMAICA STATION, Occurrences on, 1793.—In May the *Hyæna*, of 24 guns and 160 men, Capt. W. Hargood, while cruising off Hispaniola, fell in with *La Concorde* French frigate, of 40 guns and 320 men: after a spirited struggle on the part of Capt. Hargood, he was obliged to surrender his shattered ship to the enemy.

September 20.—Com. Ford, with Major-Gen. Williamson, took possession of Jeremie, on the island of St. Domingo, at the intercession of the French royalists; and on the 23d, Cape Nichola Mole surrendered. The frigates of the squadron the same day entered L'Islet and Flamande Bay, and captured ten sail of merchantmen.

November 25.—The *Penelope*, 36, B. S. Rowley, and *Iphigenia*, 32, P. Sinclair, fell in with and captured, after a few broadsides, *L'Inconstant*, of 36 guns and 300 men.

On December 1, a very gallant action took place near the island of Cuba, between his Majesty's packet *Antelope*, and *L'Atalante*, a French schooner, of eight 3-pounders and 65 men. The privateer grappled and endeavoured to board the *Antelope*, but she was beaten off with great slaughter. In this attack, Mr. Curtis, the commander, his steward, and a French officer, fell; Mr. Mitchell, the mate, was shot through the body, and three seamen wounded. The command then devolved on the boatswain, who, assisted by his little crew and the passengers, repulsed the repeated attempts of the enemy to board. At length the boatswain seeing them about to sheer off, lashed the vessels together, and, by a well-directed volley of small arms, compelled the schooner to strike. The House of Assembly of Jamaica voted 500 guineas to the crew for their extraordinary heroism and exertions.

1794.—Early in this year the parishes of Jean Rabel, St. Marc, Arcahayé, and Bocassin, on the north, and Leogane on the south of the Bight, in St. Domingo, capitulated to Col. Whyte and Com. Ford. On February 3, the enemy's strong post at Tiberon was taken, and shortly after the post of L'Acul, garrisoned with 600 men, was taken by storm. On May 30, the armament sailed to attack Port-au-Prince; a flag of truce was sent to demand the surrender of the place, but the hostile commander would not receive it. The capture of the fort of Bizotten being an object of the most important consideration, on the morning of June 1, the ships moved into their proper stations, and the landing of the troops was effected, without opposition, by five o'clock in the evening; at eight the fort was stormed and carried. Arrangements were making for a general attack upon the sea batteries and heights that commanded the town, when, on the evening of the 3d, some deserters brought intelligence that the commissaries, with the principal part of their force, had escaped to Aux Cayes, to avoid being surrounded by the British. By these means the town and shipping were saved from fire, which seemed to have been their previous intention. In the morning of the 4th, the town and sea batteries were taken possession of, and in the harbour were found thirteen ships

ships and nine brigs, laden with West India produce, thirteen ships and three sloops in ballast, and seven large old vessels in the careening harbour.

1795, June 9.—The Musquito schooner, of 10 guns, Lieut. J. B. Macfarlane, captured, off Cape Maize, Le Raisor Nationale privateer, of 6 guns and 20 men, after an action of seven hours: Lieut. Macfarlane was killed early in the action. The Flying Fish schooner, commanded by Lieut. Seton, was taken by two French privateers.

1796, March 22.—An unsuccessful attack was made by Rear-Adm. W. Parker, and Major-Gen. Forbes, with three ships of the line, three frigates, &c. on the town of Leogane, in the island of St. Domingo. In July Rear-Adm. Parker returned to England with convoy.

1797, March 3.—The Diligence sloop, of 16 guns, Capt. R. Mends, in cruising off the Pan of Matanzas, fell in with La Nativitas, a Spanish ship of 500 tons, mounting 16 guns and 50 men, which she captured after a contest of three quarters of an hour.

On March 22, the Hermione, 32, H. Pigot, being off the west end of Porto-Rico, discovered several small vessels at anchor inshore; upon which she stood in, silenced a battery, and Capt. Pigot despatched the boats of the ship, under Lieutenants Reid and Douglas, who brought them all out, except two, which were sunk. The following day Lieut. Reid dismantled the battery, and destroyed fifteen other vessels which could not be brought off.

In the night of April 6, Capt. W. H. Ricketts despatched the boats of the Magicienne, 32, with those of the Regulus, into the harbour of Cape Roxo, where they captured, sunk, and burnt, thirteen sail of square-rigged vessels and schooners, and destroyed two 2-gun batteries, without the loss of a man.

April 17.—The Thunderer, 74, Capt. W. Ogilvy, and the Valiant, 74, Capt. J. Crawley, drove on shore, about four miles to windward of Jean Rabel, the French frigate L'Harmonie, of 44 guns; the crew escaped to shore. The frigate was then set on fire and destroyed.

In the night of April 21, Capt. Pigot determined, with the boats of the Hermione, Mermaid, Quebec, and Penelope cutter, to bring off the vessels in the port of Jean Rabel. The enterprise succeeded under a heavy fire of cannon and musketry; nine vessels, mostly captured Americans, were brought out.

April 23.—Capt. Ricketts, in the Magicienne, in company with the Regulus, and Fortune schooner, upon doubling Cape Tiberon, discovered some vessels at anchor in Carcassa Bay, from which he was convinced that the posts of Irois were attacked. Capt. Ricketts immediately stood in, compelled the enemy to abandon the fort, with every thing in it, and then took possession of the vessels laden with necessaries for carrying on the siege.

September 17.—A gallant action was fought off Cape Nicolas, between Lieut. White (Capt. Gascoigne being then sick on shore), in the Pelican brig, of 18 guns, and La Trompeuse, of twelve 6-pounders and 78 men. After a great display of skill and bravery on both sides, the enemy's vessel blew up abaft, and in five minutes after went down by the head. The boats of the Pelican saved sixty of her crew.

On September 22, a daring mutiny broke out on board the Hermione frigate; and the rebellious part of the crew, having secured those

those who were not in the plot, proceeded to murder the captain and other officers in the most savage manner. They then carried the ship into La Guira, where, notwithstanding the remonstrance of Rear-Adm. Harvey, the Spanish governor fitted her out, and sent her on a cruise.

September 27.—Capt. Ricketts, in the *Magicienne*, 32, with the *Regulus*, and *Diligence* brig, took, from Guadilla Bay, Porto-Rico, after a cannonade of an hour and a half at the forts, *Le Brutus*, of 9 guns, a ship, three brigs, and a schooner.

1798.—Early in May, Gen. Maitland surrendered up to the celebrated Toussaint L'Ouverture, the republican commander-in-chief of the island of St. Domingo, the towns of Port-au-Prince, St. Marc, and Arcahaye, with their dependencies; the troops and stores being all embarked, with such inhabitants as chose to accompany the British forces.

In June, the *Acasta* and *Ceres* frigates, Captains Lane and Otway, destroyed a great number of French and Spanish privateers, off Porto-Rico. Lieut. Good, of the *Regulus*, with her boats, gallantly cut out of Aguada Bay three vessels and destroyed two others, although protected by the batteries.

September 4.—From this day till the 15th, the Spaniards in great force made several serious attacks to dispossess the British of their settlements in the Bay of Honduras; but by the firm and able conduct of Lieut.-Col. Barrow, and Capt. Moss, of the *Merlin* sloop, they were obliged to retire in great confusion, and with considerable loss. Their flotilla was manned by 500 seamen, and had 1000 troops on board, commanded by Arthur O'Neil, a field marshal in the Spanish service.

1799.—In March, the boats of the *Trent* frigate, under Lieutenants Belchier and Baldiston, with a party of marines under Lieut. M'Gee, stormed a Spanish battery in a small bay near Cape Roso, destroyed the guns, and brought off a large ship and schooner.

April 13.—The *Amaranthe*, of 14 guns, Capt. F. Vesey, captured, after a spirited resistance of an hour, *Le Vengeur* schooner letter of marque, of six 4-pounders and 36 men.

October 14.—The *Echo* sloop, Capt. R. Philpot, in cruising near Porto-Rico, chased a brig into Laguadille. Seeing several vessels in the bay, Capt. Philpot sent the pinnace and jolly-boat, under Lieuts. Napier and Rorie, to attempt to bring some of them out: in their way they boarded and brought out a Spanish brig, of 2 guns and 20 men. The next evening the boats, under Lieut. Napier, and Mr. Wood, boatswain, were again despatched, and proceeded about two o'clock in the morning to cut out the brig they had chased in on the 14th, which lay ready to receive them, under cover of the guns on the beach. The prize proved to be a French letter of marque, of 12 guns and 30 men, with a valuable cargo. In this gallant conflict the boats of the *Echo* had not one wounded.

At about half past twelve in the morning on October 25, was performed one of the most brilliant and intrepid actions which had taken place during the war. Capt. Edward Hamilton, in the *Surprise*, of 24 guns, having well observed the situation of his majesty's late ship the *Hermione*, on the 22d and 23d, where she lay in the harbour of Porto-Cavallo, protected by about 200 pieces of cannon, thought it practicable to cut her out. The evening of the 24th being favourable, he turned up the hands to acquaint them with his intention, who immediately gave their commander three cheers.

cheers. For this daring and almost unparalleled enterprise the boats were manned with 100 men, including officers, of which, according to Capt. Hamilton's disposition for the attack, 50, with himself, should board, while the remainder in the boats cut the cables, and took the ship in tow. From this manœuvre he formed the idea, that while he was disputing for the possession of the ship, she was approaching the *Surprise*, which was lying close to the harbour, and in case he was beaten out, the contest could be taken up on more favourable terms. This plan was steadily executed. At half past twelve, in the morning of October 25, after having beat off the launch of the ship, which carried a 24-pounder and 20 men, Capt. Hamilton with his party boarded: the fore-castle was taken possession of without much resistance; the quarter-deck disputed for a quarter of an hour, where a dreadful carnage ensued; the main deck held out much longer, and with equal slaughter; nor was it before both cables were cut, sail made on the ship, with the boats ahead to tow, that the main deck was secured: the enemy at last retreated to between decks, and fired till their ammunition was expended; then, and not till then, did they cry for quarter. At two o'clock the *Hermione* was out of gun-shot of the fort, and completely secured. Previously to her re-capture she was nearly ready for sea, having been thoroughly repaired: she then mounted 44 guns, and had 392 persons on board, of whom 119 were k. and 97 w.: of the British none were killed, and only 12 were wounded, including the captain. His majesty was pleased shortly after to confer on Capt. Hamilton the honour of knighthood, and to present him with a medal, similar to those given to the illustrious characters distinguished in the four grand engagements. On November 7, the House of Assembly of Spanish Town, Jamaica, voted him a sword of the value of 300 guineas; and on October 25, 1800, the anniversary of his gallant exploit, he dined at the Mansion-house, London, where the chamberlain presented him with the freedom of the city in a gold box, which had been voted to him by the corporation.

November 15.—Capt. Lobb, in the *Crescent*, 36, with the *Calypso* sloop, and the outward-bound convoy, was chased by a Spanish squadron; but he manœuvred so skilfully, that the convoy was protected, and the *Galgo*, of 16 guns and 100 men, taken.

December 2.—The *Achilles* armed merchantman, on her passage to Jamaica with 124 soldiers, was attacked, off St. Domingo, by *L'Entrepreneur*, of 18 guns and 185 men. She engaged her for some time, and at length boarded and carried her. The *Achilles* had only 1 k. and 14 w.; the enemy 107 killed or wounded.

1800, March 14.—Capt. Loring, in the *Carnatic*, 74, cruising off St. Jago de Cuba, discovered a privateer schooner on shore. Lieut. Lane was despatched with the boats to bring her out; but the enemy having taken post on the two heights at the entrance of the bay, kept up so brisk a fire, that the boats were repulsed, and Lieut. Lane killed. Capt. Loring however, determined to effect his purpose, landed Lieut. Pasley, with a party of men, about ten miles distant, to march round and attack them in the rear, while he attacked them in the boats in front. Before however Capt. Loring got into the bay, Lieut. Pasley, with equal judgment and alacrity, drove the enemy from their position, and destroyed the schooner.

April 16.—Mr. Buckley, the master of the *Calypso* sloop, 16, then cruising under Cape Tiberon, in the cutter of that sloop, at about eleven

eleven o'clock at night, discovered a schooner becalmed under the land. They immediately boarded under a smart fire of musketry, and after a short but severe conflict, brought her off, with only one man wounded. She was *La Diligente*, of 6 guns and 39 men.

August 20.—Capt. D. Milne, in the *Seine*, of 42 guns, when cruising off St. Domingo, saw a large ship standing to the northward through the Mona Passage. By sunset he came close enough to see that she was a large French frigate, and nearly at midnight brought her to action; but not so close as he could wish, the enemy constantly bearing up, and keeping him at long-shot, which very much damaged his rigging, &c. The ships now separating for some time, Capt. Milne seized the opportunity to repair the damage he had sustained; and on the morning of the 21st he brought her to close action, which was gallantly maintained on both sides for an hour and a half, when an officer came out on her bowsprit, the only place he could be seen from (the foremast, mizenmast, and main-topmast, having fallen on board), and said they had struck. She proved to be *La Vengeance*, citizen Pitot, capitaine de vaisseau, mounting twenty-eight 18-pounders on the main deck, sixteen 12-pounders, eight 42-pound carronades on her quarter-deck and fore-castle, besides brass swivels on the gunwales, &c. This ship engaged the *Constellation* American frigate, off Guadaloupe, in February. The loss sustained by the *Seine* was, Mr. Milne, second lieutenant, and 12 men, killed; Mr. McDonald, lieutenant of marines, Mr. Barclay, master, Mr. Horne, captain's clerk, and 26 wounded. The loss of the enemy was very heavy, but it could not be exactly ascertained.

September 11.—Capt. F. Watkins, of the *Nereide* frigate, understanding, as he lay off Amsterdam, the principal port of the island of Curaçoa, that the inhabitants wished to claim the protection of his Britannic majesty, and the French, who had about 1500 men on the island, threatened to storm the principal fort that night, he immediately pushed for the harbour, landed his men, occupied the forts, and thereby induced the French to evacuate the island on the 22d. The governor afterwards surrendered the island and its dependencies to his Britannic majesty, with the vessels in the harbour.

1801, *August 10.*—The *Lowestoffe*, 32, Capt. R. Plampin, with several of the homeward-bound Jamaica fleet, run on shore in the night on the N. E. of Heneaga: the crews were all saved. On September 3, Capt. Plampin was tried by a court-martial for the loss of the *Lowestoffe*, when he was honourably acquitted.

September 13.—The yawl and cutter of the *Lark* sloop, with 16 men in each, commanded by Lieut. Pasley, intrepidly boarded and brought out an armed schooner, which at dark took shelter within the Portillo Reefs. She proved to be *L'Esperance*, of 3 guns and 45 men, of whom 21 were killed, with all the officers and captain. In the *Lark's* boats 1 man killed; Mr. M'Cloud, midshipman, and 12 wounded.

On the 16th of this month, Vice-Adm. Lord Hugh Seymour died on board the *Tisiphone* at sea, much regretted by the service and his friends. Rear-Adm. Montague succeeded in the command.

1803, *June 24.*—Capt. John Loring, with the blockading squadron off Cape François, consisting of the *Bellerophon*, *Elephant*, *Theseus*, and *Vanguard*, seventy-fours, the *Æolus* and *Tartar* frigates, gave chase to two line-of-battle ships, which attempted to escape;

escape; they were the *Dugua Trouen*, which saved herself from superior sailing, and the *Duquesne*, of 74 guns, which was captured, as was likewise the French schooner *Oiseau*, of 16 guns and 60 men.

June 28.—Capt. C. Brisbane, of the *Goliath*, 74, close off Cape St. Nicholas, captured the French national corvette *La Mignonne*, of 16 guns.

June 30.—Capt. Bayntun, of the *Cumberland*, 74, with a squadron, captured the national brig *L'Aiguille*, of 8 guns, and the *Vigilant* brig, of 18 guns; likewise two schooners, *La Supérieure* and *Le Poisson Volant*. The *Cumberland* and the *Vanguard*, after a few shots from the latter, captured the Creole French frigate, of 44 guns, from Cape François, bound to Port-au-Prince, at sea one day, having Gen. Morgan (the second in command at St. Domingo) and staff, with 530 troops on board, the crew of the frigate consisting only of 150 men, two of whom were badly wounded: a small national schooner was likewise taken; she came from Cape François, and was bound to Port-au-Prince, having on board 100 bloodhounds from Cuba, intended to accompany the army serving against the blacks.

July 11.—Capt. A. Bissell, of the *Racoon* sloop, 18, went into the port of Leogane, and after an action of forty minutes with the French brig *Lodi*, brought her out; she was pierced for 20 guns, but had only 10 mounted: the *Racoon* had none killed; but Mr. Thomas Gill, master's mate, had his left arm carried off by a shot; the enemy's loss was 1 killed.

August 17.—Capt. Bissell, off San Jago in Cuba, after an action, in which a superior degree of professional ability with great gallantry were displayed, drove on shore and destroyed *La Mutine* brig, of 18 guns.

September 4.—Capt. Walker, of the *Vanguard*, 74, understanding from Gen. Dessalines that it was his intention to summon the town of St. Marc immediately, which was reduced to the last extremity, was induced to urge him not to put the garrison to death, which he consented to. However, before he had time to summon the town, Gen. D'Henin, the commander of the garrison, entered into a convention with Capt. Walker, and they were all embarked. They amounted to 850 men, and were in the most deplorable state it is possible to imagine, having long subsisted on horseflesh.

September 8.—Capt. J. Bligh, of the *Theseus*, 74, commanding the squadron blockading Cape François, with a view to reducing Port Dauphin, attacked Fort Labouque, situated at the entrance of the port. Another fort in the harbour and a ship being the next objects, the *Theseus* entered the port, and having fired a few shot at the ship of war, she struck, and proved to be *La Sagesse*, of 28 guns, having only 75 men on board. The commandant conceiving the place no longer tenable after the loss of the ship, and under some apprehensions of being exposed to the rage of the blacks, whom he considered as a merciless enemy, claimed British protection, and surrendered the fort and garrison at discretion. On Capt. Bligh learning from the prisoners that their Gen. Dumont and his suite were in the hands of the blacks, and in the most imminent danger, influenced by humanity, he solicited their chief to set them at liberty, which was immediately complied with.

October 14.—Capt. Bissell, of the *Racoon*, 18, exhibited fresh marks of his daring prowess and ability, in attacking a brig, schooner,

schooner, and cutter (full of men), off Cumberland Harbour, in Cuba. The brig first struck, after a broadside or two; the schooner and cutter seemed determined to board, but were prevented by the *Racoon* firing first a broadside at the cutter, and then wearing round, firing the other into the schooner, and so on alternately, keeping up a running fight, and preventing either of them from raking. This conflict lasted more than an hour, both schooner and cutter keeping up an incessant fire of musketry; nor was it till the latter was beaten to a wreck, and had many men killed, that she struck her colours. The schooner then made off, under all sail, but was overtaken, and after firing a few shot, she surrendered. While Capt. Bissell was thus engaged, the crew of the brig which had been taken overpowered the officer, and run her on shore, where they all landed with their arms. The brig was *La Petite Fille* gun-brig, and had on board 180 troops, including about 50 officers of all ranks; the schooner, *La Jeune Adèle*, of 6 small guns, and had on board 80 troops; the cutter, *L'Amélie*, had four long guns and many swivels, with upwards of 70 troops; the two latter were also national vessels, and had on board 22 officers. Their loss was about 40 killed and wounded. The *Racoon* had not a man killed, and the only person hurt was Mr. J. Thompson, the master.

November 4.—Capt. Mudge, of the *Blanche*, 36, despatched the launch, under the command of Mr. J. Smith, master's mate, to attack an armed schooner, which, after a warm dispute of ten minutes, was carried. The schooner being far superior to the launch, this action reflected great credit upon Mr. Smith. The launch had 1 k. and 2 w.; the schooner 1 k. and 5 w.

November 5.—Lieut. Lake, in the barge, and Lieut. E. Nicolls, of the marines, in the cutter of the *Blanche*, 36, attacked and captured a cutter, lying close under the guns of *Monte Christo*. The *Blanche* had 2 k. and 2 w. including Lieut. E. Nicolls severely; and the French cutter 6 w., two of them mortally.

November 30.—Previously to the French army surrendering *Cape François* to Gen. Dessalines, the general in chief, *Rochambeau*, surrendered by capitulation to the British squadron, under the command of Capt. J. Loring, of the *Bellerophon*, 74, all the French frigates and merchant vessels that were lying in the harbour, consisting of the *Surveillante*, *Clorinde*, and *Vertu*, of 40 guns each; the *Cerf* brig, of 12 guns; *La Couverte* schooner, of 6 guns; *Nouvelle Sophie*, and *Justine*, hospital ships, and 20 merchant vessels.

December 6.—The *Cumberland*, 74, and *Pique*, 40, captured the French feluccas *Le Republic* and *Le Temeraire*, schooner *La Belle Louise*, and American sloop *Active*, laden with trunks and baggage, having on board the garrison of *Cape Nicolas Mole*, which had evacuated in the night. Gen. Noailles, with one brig, escaped.

1804, *February 6.*—Lieut. W. C. Fromaw, of the *Superieure* schooner, 10, captured the French schooner privateer *Serpent*, of 1 gun and 60 men, after a chase of two hours.

February 24.—Capt. G. Le Geyt, of the *Stork* (slp.), 18, after a chase of 265 miles, captured the French national schooner *Coquette*, of 2 guns and 95 men, charged with despatches from *New Orleans* to *Guadaloupe*.

March 1.—Capt. W. Lyall, of the Lilly (slp.), 18, captured the Batavian republic schooner Draak, of 5 guns and 50 men.

March 16.—Capt. H. Gordon, of the Racoon (slp.), 18, captured the French national transport L'Argo, of 6 guns and 20 men, having on board 50 troops.

March 18.—Capt. C. B. H. Ross, of the Pique, 40, captured the French national cutter Le Terreur, of 10 guns and 75 men.

March 30.—The Stork (slp.), 18, G. Le Geyt, captured, off Cape Nicolas Mole, the French felucca privateer L'Hirondelle, of 3 guns and 40 men.

April 3.—The Racoon (slp.), 18, H. Gordon, captured the French felucca privateer L'Aventure, of 1 gun, 2 swivels, and 23 men.

June 10.—Capt. S. H. Inglefield, of the Hunter (slp.) 18, captured La Liberté French schooner privateer, of 1 gun, 2 swivels, 25 muskets, and 25 men.

June 29.—The Blanche, 36, Z. Mudge, after a hard chase, came up with and captured the Dutch schooner Nimrod, of 4 guns, coppered and copper fastened.

July 14.—Lieut. T. Price, of the Flying Fish schooner, fell in with and recaptured the British schooner Content, which had been captured the evening before by the French privateer La Republique, and, after a chase of five hours, he captured her also. She had 1 long gun, musketry, and 50 men.

August 1.—Capt. K. Maxwell, of the Tartar, 32, having chased a schooner full of men into the passage between Saona and St. Domingo, sent three boats, under the direction of Lieut. Mullah, assisted by Lieut. Lockyer, with several midshipmen volunteers, to attack her. The boats advanced, in the face of several discharges of grape and a heavy fire of musketry, boarded and carried her, having only 2 men w.; the French lost 9 k. and 6 w. besides 3 missing. She proved to be the Hirondelle, having 10 guns and 50 men. On the same day, the Racoon, J. A. Gordon, captured L'Alliance French privateer, pierced for 12 guns, but had only 6 mounted, with 63 men.

August 10.—The Fortunée, 36, H. Vansittart, off Altavella, captured Le Vanteur felucca privateer, of 1 gun and 54 men.

August 23.—Capt. J. Marshall, of the Pelican (slp.), 18, after a chase of six hours, came up with, and after discharging several broadsides, captured the French national schooner La Laurette, pierced for 16 guns, but had only 5 mounted, with 40 men.

September 14.—The Franchise, 40, J. Murray, after a chase of eight hours, captured the Uranie French privateer-schooner, of 3 guns and 64 men.

December 13.—The Princess Charlotte, 40, F. F. Gardner, off Cape Antonio, after a hard chase of seven hours, came up with and captured the French privateer brig Regulus, pierced for 14 guns, but had only 11 mounted (having thrown 3 overboard, with her boats and spars, in the chase), and 84 men.

1805, *February 8.*—Capt. B. H. Ross, of the Pique, 40, captured the Spanish national corvette Orquijo, of 18 guns and 82 men, commanded by Don Manuel Degongra, charged with despatches from Carthage to Havana, which were thrown overboard.

March 20.—Capt. J. Coghlan, of the Renard (slp.), 18, had a smart action with the Gen. Ernouf privateer, of 20 guns and 100 men, late his majesty's sloop Lilly, which, after lasting thirty-

thirty-five minutes, was discovered to be on fire, and in ten minutes blew up with a dreadful explosion; 55 men were saved. The enemy had lost 20 or 30 men killed and wounded before this melancholy event; the Renard had only 9 wounded.

March 23.—The pinnace and cutter of the Stork (slp.), 18, Capt. Le Geyt, with 18 men, under the command of Lieut. Robertson, assisted by Lieut. Murray, cut out of the harbour of Cape Roxo, in Porto-Rico, the Dutch schooner privateer Antelope, of 5 guns and 54 men, 40 of whom only were on board, and of that number 15 were made prisoners, the rest making their escape.

April 3.—Capt. C. Dashwood, of the Bacchante, 20, captured La Elizabeth Spanish national schooner, of 10 guns and 47 men. Lieuts. Oliver and Campbell having volunteered their services, were sent in two boats of the Bacchante, to attack three privateers in Mariel, a small convenient port a little to the westward of the Havana. It was necessary however to get possession of a round tower, near 40 feet high, defended by a captain and 30 soldiers, previous to their entering the port, in order to secure a safe retreat. Lieut. Oliver, being in the headmost boat, finding himself discovered, and not a moment to be lost, most undauntedly pushed on, without waiting for his friend, landed in the face of a most tremendous fire, mounted the fort by a ladder, and fairly carried it by a coup de main with 13 men, having left Mr. De Courcy, with three others, to guard the boat, and had only one man wounded. Lieut. Oliver, being rejoined by Lieut. Campbell, dashed on to attack the privateers, but they had sailed the day previous on a cruise. It would not have been necessary to have recounted a circumstance which was not attended with ultimate success, were it not to exhibit to admiration the noble conduct of Lieut. Oliver, in so gallantly attacking and carrying a fort which ought to have repulsed fifty times the number, had they been assailed by them.

April 9.—Mr. T. B. Smith, midshipman of the Hercule, commander of the schooner Gracieuse, tender to the flag, drove on shore and destroyed a French national schooner, of 3 guns and 4 swivels, with 96 men.

April 15.—Capt. Woolsey, of the Papillon, 10, having anchored at Savanna La Mar, learned that a Spanish felucca-rigged privateer was off the west end, to the very great annoyance of the trade, and being apprehensive she might make her escape if he went after her in the Papillon, he judged it best to try and take her by stratagem. He accordingly got one of the merchant ships' shallops, and despatched Lieut. Prieur, with 25 men, disguising her as a dröger. At eight the same evening he fell in with the privateer under the land. Lieut. Prieur, in a very cool and brave manner, allowed her to row alongside, and make herself fast, before the enemy discovered his mistake; he then ordered the men from below, fired a volley of musketry into her, and boarded; in four minutes she was completely in his possession. She was called the Conception, of 1 gun and 25 men, well armed and equipped. She had 8 men killed and drowned, and 8 wounded; 4 swam on shore.

April 30.—Capt. D. Atkins, of the Seine, 42, captured La Perseverante French schooner privateer, of 5 guns and 84 men.

May 3.—The Surveillante, 36, Capt. J. Bligh, captured the Spanish schooner privateer El Refugio, of 3 guns and 53 men.

May 11.—Capt. E. Crofton, of the Raccoon (slp.), 18, captured the Spanish

Spanish felucca privateer San Felix el Socoro, of 1 gun (thrown overboard) and 40 men.

May 13.—Capt. J. Lamborn, of the Peterell (slp.), 18, captured a Spanish privateer schooner, of 5 guns and 106 men.

May 27.—Lieut. Bland, of the marines, commanding the barge of the Seine, 36, Capt. D. Atkins, captured the Spanish schooner Conception, of 2 guns, 10 men, and several passengers.

May 31.—The Heureux, 24, Capt. G. Younghusband, captured, off Cape Nicolas Mole, the French felucca privateer La Desirée, of 1 gun and 40 men.

June 10.—Capt. Z. Mudge, of the Blanche, captured the French national schooner L'Amitie, pierced for 14 guns, with 85 men.

July 22.—The Blanche, 36, Capt. Z. Mudge, was captured by a French squadron. See BLANCHE.

August 13.—Lieut. J. Smith, of the Mariamne schooner, cut out with his boats, from under the fire of the batteries of Truxillo, the Caridad Perfecta, copper-bottomed schooner, pierced for 14 guns, but mounting only 12, with only 15 men on board, the remainder of her complement being on shore.

September 15.—Capt. J. Fyffe, of the Rein Deer, 16, captured the French privateer Renommée, of 2 guns and 40 men, off Cape Maize.

September 30.—Capt. S. Chambers, of the Port Mahon (slp.), 18, after two hours' chase, captured the Spanish schooner packet El Galgo, pierced for 14 guns, but only 4 swivels mounted, with 30 men.

October 11.—Capt. J. Coghlan, of the Renard (slp.), 18, off the north side of St. Domingo, captured the French privateer schooner Bellona, of 4 guns and 50 men.

November 18.—Capt. R. Macdonnell, of the Bacchante, 20, captured the Spanish privateer schooner Les Dos Azares, of 2 guns and 36 men.

November 28.—The boats of the Serpent (slp.), 16, J. Walker, boarded and cut out from Truxillo Bay the Spanish national guarda costa schooner St. Christo Vil Pano, mounting 5 guns, small arms, &c. and 40 men, 25 of whom, with their commander, jumped overboard, and swam on shore.

1806, *January 2.*—The boats of the Malabar, 50, R. Hall, and Wolfe (slp.) 18, G. C. M'Kenzie, covered by the fire of the latter, brought out from Port Azarades, in Cuba, two privateer schooners, the Regulateur and Napoleon; the former mounting 5 guns, with 80 men; the latter 5 guns, with 66 men. The British had 2 k. and 4 w. The enemy's loss could not be ascertained, as they escaped on shore in their boats. The Regulateur sunk soon after being taken possession of.

January 7.—Two Spanish national brigs, one of 20 guns and 180 men, the other of 12 guns and 75 men, and a schooner of 8 guns, being in Campeachy Bay, Capt. C. Dashwood, of the Franchise, 38, sent three boats to attempt to cut them out, under the orders of Lieut. J. Fleming, assisted by Lieut. P. J. Douglas, Lieut. Mends of the marines, and Messrs. Daly, Lamb, Chalmers, and Hamilton, midshipmen. The moon rising, gave the enemy warning of their approach, and they, with seven gun-boats, slipped their cables, and opened a heavy fire on the boats. Lieut. Fleming immediately laid the nearest brig on board, and was so quickly supported by the other two boats, that they carried her in ten minutes.

notes. The remainder of the flotilla followed for some distance; but their fire was so smartly returned from the brig and boats, that they soon retired to their former position. The prize proved to be the *Raposo*, pierced for 16, but only 12 guns mounted, exclusive of colboms, swivels, and small arms, with 75 men, 5 of whom were k. and the commanding officer and 25 w.; the British had 7 w.

January 25.—The *Magicienne*, 33, A. Mackenzie, in company with the *Penguin* (slp.), after a chase of twelve hours, captured, in the Mona Passage, El Carmen Spanish packet, pierced for 14 guns, but only 2 mounted, and 18 men.

February 6.—A victory was obtained by Sir J. T. Duckworth over a French squadron. See ST. DOMINGO.

March 26.—Capt. Ross, of the *Pique*, 40, between St. Domingo and Curaçoa, fell in with two men-of-war brigs, when, after a most destructive fire continued for about twenty minutes, the *Pique* being placed across the hawse of the commodore, she was directly boarded by Lieuts. Ward and Baker, and Mr. Thompson, and every inch of her decks was most obstinately defended, and the slaughter on both sides dreadful; but in about five minutes the colours were hauled down. The other brig struck after a few more broadsides. They proved to be the *Phæton* and *Voltigeur*, of 16 guns and 120 men each. It was impossible for two vessels to be more obstinately defended, every thing being cut to pieces, and nearly one half of their crews killed or wounded; the *Pique* had 9 k. and 14 w. Mr. Thompson, the master, was amongst the former, a brave and most excellent officer, the same who was so handsomely spoken of by Capt. A. Bissell, in the *Racoon*. Lieut. Ward, a most meritorious officer, was dangerously, and Lieut. Baker slightly wounded. Lieut. Craig, of the royal marines, who was also wounded, and his party, deserved the highest praise for their gallant conduct. The *Pique* had only one man wounded on board, all the others were killed and wounded on the brigs' decks.

April 21.—The *Rein Deer* (slp.), 16, J. Fyffe, captured the French schooner privateer *La Creole*, pierced for 14 guns, but had only 6 mounted, besides swivels, and 59 men.

May 16.—The *Morne Fortunée* (bg.), 10, Lieut. J. Rorie, captured the French privateer *Le Luni*, of 2 guns and 47 men. On June 3, he drove on shore, and destroyed, near Cape Enganna, the Spanish letter of marque schooner *L'Aimable Jenette*, of 2 guns and 20 men.

May 18.—The *Renard* (slp.), 18, J. Coghlan, after a chase of sixty-four hours, captured, in latitude 20 deg. 30 min. N. long. 68 deg. W. the French national brig *Diligent*, of 16 guns and 125 men, with despatches from France, which were thrown overboard.

June 1.—Capt. H. Vansittart, of the *Fortunée*, 36, fell in with and captured the French privateer schooner, *Grand Juge Bertolio*, of 7 guns and 51 men.

June 26.—The boats of the *Port Mahon* (bg.), 18, S. Chambers, cut out from under the heavy fire of a battery, to which she was moored, in the Port of Banes, the Spanish letter of marque *St. Joseph*, armed with 7 guns, swivels, and musketry, and 30 men.

August 23.—Capt. C. Brisbane, of the *Arethusa*, 38, and Capt. Lydiard, of the *Anson*, 40, made a desperate and successful attack on the enemy near the Moro Castle, in the island of Cuba, which

ended in the capture of the Spanish frigate *Pomona*, of 38 guns and 347 men; the destruction of twelve gun-boats, each carrying a 24-pounder, with a complement of 100 men each; and the explosion of a castle, mounting sixteen 36-pounders. The following are the particulars of this gallant and memorable action:—On the morning of the 23d instant the enemy was discovered within two miles of the Moro Castle, making all possible sail for the Havana. Signal was immediately made by Capt. Brisbane to lay him on board on coming up with him; but this design was frustrated by the *Pomona* bearing up, having been joined by twelve gun-boats from the Havana, and anchoring within pistol-shot of the castle, in three fathoms and a half water. The gun-boats advanced from her in a line abreast. This line of defence certainly appeared formidable, added to a lee-shore; but knowing that difficulties are easily surmounted by British seamen, and relying upon the gallant and able support of Capt. Lydiard, Capt. Brisbane instantly decided to attack the enemy in their strong position, and bore up for that purpose, having previously passed a bower cable through the stern port. In going down both ships suffered considerably in their sails and rigging, from the raking fire of the gun-boats; the *Pomona* and castle reserving theirs until they anchored. At ten *a. m.* the *Arethusa* was anchored close alongside the *Pomona*, in one foot water more than the ship drew, the *Anson* on her larboard bow, when the action became general. The *Pomona* struck her colours in thirty-five minutes; three gun-boats blew up, six were sunk, and three driven on shore amongst the breakers. The castle had now commenced firing red-hot shot, which set fire to the *Arethusa*, but was however soon extinguished. Shortly after a melancholy and dreadful explosion took place in the castle, after which all firing ceased. The *Pomona* was from Vera Cruz, bound to the Havana, laden with specie and merchandize. The money belonging to the king was landed at the castle by the governor of the Havana, and the Spanish admiral, who had previously come out to place the *Pomona* in safety, as they considered her under the protection of the castle, and had only left her ten minutes before the action commenced. The freight belonging to the merchants, with plate and various kinds of merchandize, were captured. The *Arethusa* had 2 k. 32 w. The *Anson* none killed or wounded. The *Pomona* had her captain and 20 k. and 32 w. The loss must have been considerable in the gun-boats.

August 25.—Vice-Adm. Dacres having received information of a number of small vessels being at Batabano, some of which might be privateers, despatched to that harbour the *Stork* (slp.), 18, Capt. Geo. Le Geyt; *Superieure* (sch.), 10, Capt. Rushworth; *Flying Fish* (sch.), 12; and *Pike* (sch.) Capt. Le Geyt, on the arrival of the vessels off the Isle of Pines, learnt from the pilot that the *Stork* could not be carried within thirty leagues of the harbour of Batabano; he therefore directed Capt. Rushworth to proceed with the *Superieure*, the two schooners, reinforced with the boats and a party of seamen and marines from the *Stork*. They arrived off Batabano by daylight on September 3. A party of sixty-three men was landed to guard the boats, two miles to windward of the battery; but the marshy, irregular ground, so impeded their march, that the enemy perceiving it, sent some soldiers to way lay them in the thick bushes; they were, however, charged by the most forward of the party, and put to the route, leaving 2 k. and 1 w. A general alarm had now spread; the retreat of the party was cut off;

off; they rushed forward to gain the fort, which was carried in three minutes. The battery consisted of six guns, which they spiked, and then took possession of the vessels, which consisted of one felucca, pierced for 14 guns, having 1 gun and 12 blunderbusses on board; a schooner, pierced for 12; a French privateer, of 4, and three other Spanish vessels of 1 gun each; six other smaller, with cargoes, which were saved, and the vessels burnt, not having sufficient men to carry them out. The enemy's loss was considerable. The little squadron had only one man badly wounded. On the 6th, Capt. Rushworth captured the Spanish schooner *St. John*, of 3 guns and 32 men. The *Pike* captured a Spanish schooner, of 10 guns, on August 30.

August 29.—The boats of the *Bacchante*, 20, J. R. Dacres, commanded by Lieut. Norton, under a tremendous fire from the forts, vessels, and field-pieces, from the beach, boarded and brought out of the harbour of St. Martha, the feluccas *San Antonio* letter of marque, and *Descado* Spanish privateer, of 1 gun each, and 30 men, and a brig of 4 guns.

October 1.—The *Elk*, 18, G. Morris, after a chase of nine hours, captured the *Reliance* French privateer, of 5 guns and 75 men: she received so much damage by being run on board by the *Elk*, that she sunk shortly after the prisoners were taken out.

November 2.—The barge and two cutters of the *Pique*, 36, C. B. H. Ross, under the orders of Lieut. Bell, landed in Cabaret Bay, Porto-Rico, destroyed a battery of 3 guns, and brought out a Spanish copper-bottomed brig, pierced for 12 guns. Lieut. Baker, in the launch, drove on shore and destroyed a felucca-rigged privateer, of 2 guns, 4 swivels, and 26 men; and on returning to the ship, captured another French privateer, of 1 gun and 20 men.

November 20.—Lieut. G. B. Vine, in the barge of the *Orpheus*, 32, T. Briggs, gallantly boarded, and carried the Spanish national schooner *Dolores*, of 3 guns, 4 swivels, and 34 men, in Campeachy Bay, which schooner was sent out for the very purpose of attacking the *Orpheus's* boats.

The barge and yawl of the *Success*, 32, Capt. J. Ayscough, under the direction of Lieut. Duke, assisted by Lieuts. Charles Spence and Dowell O'Reilly, proceeded to attack a privateer, standing in for the land to the eastward of Cumberland harbour. The crew, about fifty in number, had landed on their approach, with their small arms, and the only long gun. They lashed the vessel to the trees, posted themselves on a hill close to the beach, and fired down on the boats with grape and musketry in a most determined manner. Lieut. Duke was killed the first volley. Lieut. Spence, who took the command, with his brave crew, defended the boats for one hour and twenty minutes, several of the enemy having fallen during that time. The barge being shot through in many places, 7 men wounded and 1 missing, Lieut. Spence judged it would be only sacrificing the lives of the brave party to attempt the hill, ordered the vessel to be towed, which was done from under a very heavy fire of grape. She was the *Vengeur* French privateer, and being very leaky, owing to shot-holes, sunk astern of the ship.

1807, January 1.—The *Arethusa*, 38; *Latona*, 38; *Anson*, 40; and *Fisgard*, 38, under the orders of Capt. C. Brisbane, captured the island of Curacoa. See CURACOA.

January 25.—The *Hunter* (slp.), 18, H. S. Inglefield, on the north side of Jamaica, after a chase of eight hours, captured the *Isabella*

Isabella Spanish schooner privateer, of 3 guns, 30 muskets, and 64 men.

February 14.—Capt. Dacres, of the *Bacchante*, 20, captured off Cape Raphael, the Dauphin French national schooner, after a chase of ten hours. She mounted 3 guns, and had on board 75 men: she had done much mischief to the trade, and was well known in Samana, that nest for privateers.

February 25.—Capt. Dacres fell in with the *Mediator*, 36, Capt. Wise, with whom he consulted, and having taken him under his orders, determined to send the captured vessel into Samana, under her former colours, to disguise the *Bacchante* as a prize, and the *Mediator* as a neutral, which stratagem so completely deceived them, that they got through the intricate navigation of the harbour, and anchored within half a mile of the fort, before the enemy discovered their mistake, who opened a fire upon them from the fort, which, after a cannonade of four hours from the ships, was carried by storm, by the seamen and marines of both ships, landed under the command of Capt. Wise, under a very heavy fire of grape and musketry from the whole range of batteries. Seven of these brave men were wounded.

September 13.—The *Bacchante*, 20, S. W. Inglefield, captured the Spanish privateer schooner *Amor de la Patria*, of 3 guns and 63 men.

November 7.—The *Elk*, 18, J. Coghlan, captured the Spanish schooner *Posta de Caracas*.

December 13.—The *Savage*, 18, Capt. Maurice, captured the *Quixote* Spanish privateer, of 8 guns and 99 men.

December 21.—The *Rein Deer*, 16, P. J. Douglas, captured the *Experiment* French schooner privateer, of 2 guns and 40 men.

December 27.—The *Gracieuse*, 10, Lieut. D. Boyd, captured the *Juliana* Spanish schooner privateer, of 5 guns and 33 men.

1808, *January 25.*—The *Rein Deer*, 16, P. J. Douglas, captured the French privateer schooner *Lyonnaise*, pierced for 12 guns, but had only 5 on board, with 35 men: three days afterwards he drove on shore another schooner, which, being deserted, he succeeded in bringing her off: she mounted 3 guns.

February 7.—The *Decouverte* (bg.), 12, C. Campbell, chased on shore and destroyed an enemy's cruiser, and a merchant ship, her prize, on the coast of St. Domingo. On the 9th, after an action of three quarters of an hour, within half-pistol shot, she captured the schooner privateer *La Dorade*, of 3 guns and 72 men, of whom 14 were k. and 3 w. The *Decouverte* had 6 w.

February 9.—The boats of the *Meleager*, 36, J. Broughton, with 41 men, under Lieut. Tupman, assisted by Lieut. Swinburn and Lieut. Denne, of the royal marines, boarded and captured without loss, *Le Renard* French felucca privateer, of 1 gun, a proportion of muskets, and 47 men, 18 of whom jumped overboard and swam for the shore. On the 19th, the *Meleager* captured the *Antelope* Spanish schooner letter of marque, pierced for 14 guns, mounting only 5, with 62 men.

February 12.—The *Elk*, 18, J. Coghlan, captured in the Caycos passage the French schooner privateer *Harlequin*, of 2 guns, a quantity of small arms, and 64 men.

May 11.—The *Bacchante*, 20, J. H. Inglefield, captured off Cape Antonio, the French national brig *Griffon*, of 16 guns and 105 men, five of whom were wounded. The enemy returned the *Bacchante's*

Bacchante's fire for near thirty minutes, and did not strike his colours until he was run within half a cable's length of the breakers off the cape.

July 17.—The *Guerriere*, 40, A. Skene, after a chase of twenty-four hours, captured the French cutter privateer *Peraty*, late his Majesty's cutter *Barbara*, of 12 guns and 90 men. She was discovered in the track of the homeward-bound Jamaica fleet.

October 2.—The *Despatch* (alp.), 18, J. Lillierap, captured off Nevis the French schooner privateer *Dorade*, of 1 gun, small arms, and 20 men.

November 11.—A squadron of vessels, consisting of the *Franchise*, *Aurora*, *Dædalus*, *Rein Deer*, and *Pert*, entered the port of Samana, without molestation, and brought out the French schooner privateer *Exchange*, of 5 guns and 110 men, French schooner privateer *Guerrier*, of 5 guns and 104 men, and three laden merchant vessels. On the 18th the English ship *Jeannet*, and the Spanish ship *St. Erasmo*, were recaptured off the harbour by the *Rein Deer* and *Pert*.

November 14.—The boats of the *Polyphemus*, 64, W. P. Cumby, commanded by Lieut. J. Daly, under a brisk fire of grape and musketry, boarded and captured the French national schooner *Colibry*, of 3 guns and 63 men, 1 of whom was k. and 5 w. The barge had 1 k.

1809, *January 18.*—Capt. C. Dashwood, of the *Franchise*, 36, captured the French letter of marque *L'Ephigene*, pierced for 18 guns, but had only 6 mounted, and 26 men.

July 6.—The city of St. Domingo surrendered to the British and Spanish forces. See ST. DOMINGO.

JACKSON, Capt. See HOME STATION, September 28, 1803.

JAVA. An expedition having been undertaken against this island (recently belonging to the Dutch, but ceded by them to the French), by directions from Lord Minto, governor-general of India, it was crowned with complete success. Lieut.-Gen. Sir S. Auchmuty commanded the land, and Rear-Adm. Stopford, of the *Scipion*, the sea forces. A landing was effected on the 4th of August 1811, within twelve miles of Batavia, which was taken possession of on the 8th, without opposition. On the 10th the troops had a sharp affair at Weltevrede with the elite of Gen. Jansens' army, which terminated in driving them into their strong position at Cornelis. On the 26th the redoubts, batteries, and fort of Cornelis were assaulted and carried, and the whole army, upwards of ten thousand disciplined men, were either killed, taken, or dispersed, with the exception of a small party of horse, that escaped with Gen. Jansens. About 2000 were killed, three generals, and 5000 made prisoners, and the whole country west of Cheribon in the possession of the British. The co-operation of the naval force was not confined to the mere disembarkation of the troops. As usual, the seamen were emulous of sharing in the dangers, and partaking of the glory acquired by the military. Previous to this decisive and important victory, the general had caused batteries to be erected, consisting of twenty 18-pounders, which were entirely manned by 500 seamen, under the direction of Capt. Sayer, of the *Leda*, assisted by Capts. Festing, acting captain of the *Illustrious*; Mansel, of the *Procris*; Reynolds, of the *Hesper*; and Capt. Stopford, who volunteered his services from the *Scipion*, where he was waiting for his ship, the *Otter*. The enemy was enabled to bring

34 heavy guns to bear upon the batteries; but from the superior and well-directed fire of the British seamen, the enemy's guns were occasionally silenced, and on the evening of the 25th completely so; their front line of defence also appeared much damaged, and many of their guns were dismounted. The general seized this favourable opportunity, which contributed to the fortunate result of the assault. When the enemy, driven from all his strong holds, was pursued by the army, the seamen, not satisfied with their extraordinary exertions, joined eagerly in the pursuit, and assisted in his total discomfiture. Capt. Stopford had his right arm carried off by a cannon shot, whilst actively employed in the public service. The fatigue of the seamen was great, and much increased by being exposed to the hot sun of this climate for three successive days, during which time the fire was kept up with little intermission; but it was borne with their characteristic fortitude, Capt. Sayer and the other officers setting them noble examples. The conduct of the royal marines, in the various services in which they were employed with the army, and at the assault of the place, was so meritorious as to procure them the public thanks of the commander-in-chief of the forces. Nor can this be slight praise, from a man under the directions of whose superintending mind, these signal and brilliant services were accomplished. The storming of the works of Cornelis, followed by the total defeat and extinction of the whole concentrated army of the enemy, renders the 26th of August a day honourable to England, and glorious to Sir S. Auchmuty, and the army he commanded. The despatches relative to Java mention two additional instances of the superior and undaunted bravery of British seamen. The first was exemplified in the conduct of Capt. E. W. Hoare, of the *Minden*, who, with a detachment of 200 seamen and marines, had landed opposite his ship, near Bantam, for the purpose of keeping open the communication with the Pangorah, and procuring supplies for the squadron. He was attacked on the 5th of June by 500 of the enemy's chosen troops, who, after two contests, were completely routed, with a loss to the French of 50 k. and 100 w. The other instance was exemplified in the conduct of Lieut. E. Lyons, of the same ship, who, emulating his brave captain, with only 34 seamen in the launch and cutter, stormed the Dutch fort of Marrack, on the coast of Java, mounting 54 guns, and garrisoned by 180 soldiers, and the crews of two gun-boats, after which they quietly re-embarked. The ships employed on the service at Java were the *Scipion*, 74, Rear-Adm. Stopford; *Illustrious*, 74, Com. Broughton, Festing, acting captain; *Leda*, 36, George Sayer; *Procris* (slp.), 18, Robert Mansell; *Hesper*, 18, Reynolds; *Barracouta*, 18, Owen; *Caroline*, 36, Christopher Cole; *Modeste*, 36, Hon. G. Elliot; *Bucephalus*, 32, Charles Pelly; *Nisus*, 36, Phil. Beaver; *President*, 38, S. Warren; *Phoebe*, 36, James Hillyar; *Otter*, 18, Stopford.

The conquest of Java, substantially accomplished by the glorious and decisive victory of the 26th of August, was ultimately confirmed by the actual surrender of the island and its dependencies, by a capitulation concluded between their excellencies Lieut. Gen. Sir Samuel Auchmuty and the French General Jansens, on September 18.

Thus was an empire, which for two centuries contributed greatly to the power, prosperity, and grandeur of one of the principal and most

most respected states of Europe, wrested from the short dominion of the French government, added to that of the British crown, and converted from a seat of hostile machination and commercial competition, into an augmentation of British power and prosperity. This conquest cost the army, in killed and wounded, 867; the navy 73.

JERVIS, Capt. W. H. (formerly Ricketts), the son of William Henry and Mary Ricketts, was born November 4, 1764, in Park-street, Grosvenor-square. His maternal uncle was Earl St. Vincent; he embarked in his ship, the *Foudroyant*, in 1781, and was in the gallant action with *La Pegase*, which was captured. His services under the gallant Com. Sir Sidney Smith on the French coast, and in the West Indies, under Sir John Duckworth and Sir Hyde Parker, were active and brilliant, annoying the enemy incessantly. His several gallant exploits gained him the approbation of both those commanders-in-chief, and he was complimented with a flying squadron, which cruised under his orders. Upwards of forty sail of letters of marque, of various sizes, were taken or destroyed by his indefatigable little squadron. Amongst that number was the *Brutus*, of 24 guns, on which occasion he was highly complimented by Sir Hyde Parker in his letter to the Admiralty, which appeared in the *Gazette* of April 8, 1797. The attack on the vessels in the harbour of Cape Roxo, Porto-Rico, in the night of April 6, 1797, was well conceived, and as well conducted. In the latter end of the same month, he made a gallant attack upon the enemy, in Caracass Bay, St. Domingo. His majesty having, on April 21, 1801, renewed his grant of the dignity of Viscount St. Vincent, of Meaford, in the county of Stafford, with remainder to Capt. Ricketts, he soon after received his royal licence and authority to use and take the surname of his illustrious and noble relative. On January 26, 1805, being off Rochfort, in the *Tonnant*, he was despatched by the Rear-Adm. Sir T. Graves, in one of the boats, to apprise the commander-in-chief of the Rochfort squadron having escaped from port. Unfortunately a sea broke into the boat; she upset, and Capt. Jervis and one of the boat's crew were drowned. Thus was cut off, in the prime of life, an officer, promising to have been among the first characters of his profession, generous, brave, humane, ardent, active, zealous, determined, temperate, and collected, uniting the best qualities of the heart and understanding, with every characteristic of an intelligent mind.

K.

KEATS, Adm. Sir Richard G., K. G. C., was a lieutenant of the *Ramilies*, in the action between *Keppel* and *D'Orvilliers*, July 27, 1778, and subsequently of the *Prince George*, 98, bearing the flag of Rear-Adm. Digby. This latter ship formed part of the fleet under Sir G. B. Rodney, at the capture of a Spanish convoy, the defeat of Don Juan de Langara, and the relief of Gibraltar, January 1780. Lieut. K. was promoted to the rank of commander in the *Benetta* sloop about 1782, obtained post rank June 24, 1789, and towards the close of the year was appointed to the *Southampton*, 32, which ship was paid off early in 1791. In the autumn of this year, Capt. Keats was appointed to the *Niger*, 32, and in March 1793, was nominated to the *London*, 98, fitting for a flag-ship, which he retained till January 1794. Soon after he was appointed to the *Ga-*
latea,

latea, 32, and was present at the capture of the *Revolutionnaire*, of 44 guns, October 21. In 1795, the *Galatea* accompanied the expedition, under Sir J. B. Warren, to Quiberon, and on March 20, 1796, assisted at the capture of *L'Etoile*, of 30 guns and 160 men; the *Galatea* had 2 k. and 6 w. In June 1797, Capt. Keats removed into the *Boadicea*, 36, in which ship he captured several formidable privateers. In March 1801, he removed into the *Superb*, 74, employed off Cadiz, and on July 12, particularly distinguished himself under Sir James Saumarez, in the defeat of the combined French and Spanish squadrons, in the Strait of Gibraltar. On November 9, 1803, he was nominated to a colonelcy of royal marines. About the same time the *Superb* received the flag of Sir J. T. Duckworth, who had been appointed second in command of the Mediterranean fleet, under Lord Collingwood, by whom he was detached in quest of a squadron which had sailed from France, with a view of succouring the colony of St. Domingo. In the action with and defeat of that squadron, on February 6, 1806, the *Superb* bore a distinguished part. Capt. Keats and his brother-officers received the thanks of Parliament, and the option of a sword, or vase, of the value of £100, voted by the committee of the Patriotic Fund. He was next employed as a commodore in the expedition against Copenhagen in August 1807. On October 2, he was promoted to the rank of rear-admiral, and hoisted his flag in the *Superb*, as commander of a division of the Baltic fleet, under Sir J. Saumarez. Rear-Adm. Keats succeeded in bringing off from Nyburg, in Denmark, the Spanish army, under the Marquis de la Romana, on August 9, 1808, for which service he was created a knight of the most honourable military Order of the Bath. In 1809, Sir R. G. Keats served in the expedition sent against the enemy's ships in the Scheldt. He afterwards commanded the naval forces for the defence of Cadiz, until the summer of 1811, when he was appointed second in command on the Mediterranean station, and hoisted his flag in the *Hibernia*, 120. He attained the rank of vice-admiral July 31, 1810. On February 20, 1813, he was appointed commander-in-chief and governor of the colony of Newfoundland, which he enjoyed until 1816. On May 7, 1818, he was appointed major-general of royal marines; early in 1821 governor of Greenwich Hospital; and May 27, 1825, he attained the rank of admiral of the blue. See MEDITERRANEAN STATION, July 12, 1801; ST. DOMINGO, February 6, 1806; BALTIC STATION, August 9, 1808; and WALCHEREN.

KEITH, Adm. Lord, formerly George Keith Elphinstone, son of Charles Lord Elphinstone, a Scotch peer, was born in 1747, and made post captain in 1775, and afterwards served in America. On his return he was appointed to the *Warwick*, of 50 guns, in which ship he captured the *Rotterdam*, a Dutch ship of the same force, in 1781; and during the remainder of the war served again in North America. In 1793 he greatly distinguished himself in the Mediterranean, for which he was invested with the Order of the Bath. He obtained the rank of rear-admiral of the blue on April 12, 1794, and on June 1, 1795, of the white. In 1795 he reduced the Cape of Good Hope. In 1796 he captured a Dutch squadron of three ships of the line and five frigates. He was then created a peer of Ireland, by the title of Lord Keith. In 1801 he was made admiral of the blue, and with Gen. Sir R. Abercrombie took Alexandria, and expelled the French from Egypt, for which he was made a peer

peer of Great Britain. Upon the renewal of the war in 1803, he resumed and continued in active service until its conclusion in 1815, having successively risen through different promotions to the rank of admiral of the red, and appointed a naval grand cross of the Order of the Bath. He died in April 1823.

KING, Vice-Adm. Sir Richard, bart., K. C. B., went to sea at an early age, and obtained post rank, May 14, 1794. Capt. King was appointed to the *Aurora*, 28, and cruised in the North Sea till July 1795; he then removed into the *Druid*, 32, employed on Channel service, which he left in April 1797; and in May was appointed to the *Sirius*, 36. On October 24, 1798, off the Texel, he captured two Dutch frigates, the *Waakzaamheid*, of 26 guns, and the *Furie*, of 36, both laden with arms and French troops. He was afterwards stationed off the coast of France; and on January 26, 1801, assisted at the capture of *La Dédaigneuse* French frigate, of 36 guns. From the peace of Amiens till August 1802, he commanded a light squadron, employed against the smugglers; the *Sirius* was then paid off. In January 1805, Capt. King was appointed to the *Achille*, 74, which ship formed part of the fleet under Lord Nelson, on the memorable 21st of October, and had 13 k. and 59 w. He succeeded to the baronetcy on the demise of his father, in November 1806. In 1808, Sir Richard King was employed in the blockade of Ferrol; and in 1809 commanded a squadron off Cherbourg. He subsequently served at the defence of Cadiz, and from thence proceeded to the Mediterranean. In February 1811, he was appointed captain of the fleet on that station, under the late Adm. Sir Charles Cotton, with whom he afterwards served in the same capacity in the Channel fleet. August 12, 1812, Sir Richard was promoted to the rank of rear-admiral; in the ensuing year, he hoisted his flag in the *Mulgrave*, 74, on the Mediterranean station, until November; he then shifted it to the *San Josef*, 110, in which ship he remained till the end of the war. January 2, 1815, he was nominated a K. C. B.; and in the ensuing spring, appointed commander-in-chief in the East Indies, from whence he returned to England in October 1820. He attained the rank of vice-admiral July 19, 1821.

KING, Capt. Edward D., first embarked in the service on board the *Dictator*, 64, Capt. T. West, in June 1793, and was promoted to the rank of lieutenant, for his conduct as a midshipman, on board the *Barfleur*, 98, bearing the flag of Rear-Adm. Bowyer, in the memorable actions between the English fleet under Earl Howe, and the French fleet under M. Villaret de Joyeuse, in May and June 1794. He was first lieutenant of the *Dryad*, 36, Capt. Lord A. Beauclerk, when she captured *La Proserpine*, of 42 guns, July 13, 1796. In June 1798, he was appointed commander in the *Gaieté* sloop, 20, and cruised with success against the enemy's privateers in the West Indies, until September 28, 1800, when he was promoted into the *Leviathan*, 74, bearing the flag of Rear-Adm. J. T. Duckworth, whom he served under at the reduction of the Swedish and Danish West India colonies, in March 1801. He subsequently removed into the *Andromeda*, 32, and continued to command that ship till the end of the war. His post commission bears date January 8, 1801. In April 1805, Capt. King was appointed to the *Endymion*, 44, and was employed under Adm. Collingwood off Cadiz. In March 1807, he was appointed to the *Monmouth*, 64; and on September 15, Rear-Adm. W. O. B. Drury

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having

having hoisted his flag in her, sailed with a convoy to the East Indies; from whence he, as a private ship, convoyed home a valuable fleet of Indiamen, arrived at Spithead in August 1808, and quitted the Monmouth in October. In October 1811, Capt. King was appointed to the Rodney, 74, on the Mediterranean station; and in November 1814, to the Cornwallis, another third-rate; but the bad state of his health caused him to resign the command of that ship shortly afterwards.

KINGSMILL, Adm. Sir Robert, bart. whose original name was Brice, descended from a very ancient and respectable family of Belfast, in Ireland, and was born about the year 1730. He was made a lieutenant on April 29, 1756; and in February 1761, was acting commander of the Swallow sloop. On July 3, he was confirmed in his commission. In 1761, he commanded one of the yachts sent over to Germany for the late Queen Charlotte. He was made post May 26, 1762. In the year ensuing he married a Berkshire lady of fortune, and changed his name to Kingsmill. In 1778, he was appointed to the Vigilant, of 64 guns, and was in the encounter off Ushant. On February 1, 1793, he was advanced to be rear-admiral of the white, and about the same time appointed to command in chief on the Irish station. Considering that his station compelled him to act merely on the defensive, few have more materially distressed and injured the enemy than this gentleman, by his judicious attention to, and arrangements in, the disposition of his cruisers. On April 12, 1794, he was raised to the rank of rear-admiral of the red; and July 4, following, to that of vice-admiral of the white; and on July 1, 1795, to that of vice of the red. In the month of June 1796, a squadron of frigates, consisting of four sail, had been fitted out at Brest, for the express purpose of committing depredations against the British trade, between Ushant and Cape Clear. They were met, engaged, defeated, and captured, by the cruisers under Adm. Kingsmill. The conclusion of the year the enemy manifested a decided intention to invade and reduce Ireland. A very formidable armament, of seventeen ships of the line, twenty-seven frigates, cutters, or other vessels, having a considerable body of troops on board, sailed from Brest, in the hope of effecting an immediate descent on the south of that island. Of these, several were taken, others destroyed, and the threatened danger completely averted. The duties and attention of Adm. Kingsmill did not, however, cease or relax; repeated captures continued still to add as well to his reputation as to those who immediately acted under him. Sixteen months after, when another armament appeared off the Irish coast, Adm. Kingsmill was made acquainted with their situation, and his cruisers displayed the utmost activity in intercepting such of the French as escaped from the general action, the glory of which fell to the share of that gallant officer, Sir John Borlase Warren. On November 4, 1800, Adm. Kingsmill was raised to the dignity of a baronet of Great Britain; after which he passed the remainder of his life in retirement. He died on November 23, 1806, in the seventy-fifth year of his age.

KNIGHT, Adm. Sir John, K. C. B., after serving in various ships as midshipman and lieutenant, was promoted to post rank in the Shrewsbury, 74, September 21, 1781, by Rear-Adm. Sir Samuel Hood; and he was present at all the brilliant achievements of that officer in 1781 and 1782. He was captain of Sir Samuel's flag-ship, the Barfleur, 98, in the battle with Count De Grasse's superior

rior fleet at St. Christopher's; and on the evening of April 12, 1782, Capt. Knight received and presented to his admiral the sword of Count de Grasse. At the commencement of hostilities with the French republic in 1793, Capt. Knight was appointed to the *Victory*, of 100 guns, the flag-ship of Lord Hood, and accompanied that officer in all his services at Toulon and Corsica, from whence he returned to England in December 1794. On May 25 following, Lord Hood having struck his flag, he sailed from England for the Mediterranean, and commanded the *Victory* as a private ship; and in the partial action which took place between the British and French fleets, July 13, 1795, the *Victory* bore a distinguished part. In December following, Sir John Jervis having hoisted his flag in the *Victory*, Capt. Knight returned to England, and was appointed to the *Montagu*, 74, belonging to the North Sea fleet, under Adm. Duncan, and was present at the signal defeat of the Dutch fleet under Adm. De Winter, October 11, 1797. He was subsequently appointed to a separate command on the coast of Ireland; and afterwards served in the Channel fleet, and in the Mediterranean, under Lords St. Vincent, Bridport, and Keith. In August 1799, Capt. Knight returned from the Mediterranean, and for some time commanded the advanced squadron before Brest. January 1, 1801, he was promoted to the rank of rear-admiral, but did not hoist his flag during the remainder of the war. In April 1805, Rear-Adm. Knight had his flag flying on board the *Queen*, 98; in the summer of that year he succeeded Sir Richard Bickerton in the command at Gibraltar, and hoisted his flag on board the *Guerrier* guard-ship at that place. He attained the rank of vice-admiral November 9, 1805; admiral December 4, 1813; and was nominated a K. C. B. January 2, 1815.

KNOWLES, Adm. Sir Charles H., bart., K. G. C., the only son of the late Sir Charles Knowles, bart., admiral of the blue, &c. succeeded his father in the baronetcy in December 1777, was made a post captain February 2, 1780, and commanded the *Porcupine*, 24, on the Mediterranean station. On July 22 he was attacked by two Spanish polacre ships, one of 26, and the other of 22 9-pounders, and full of men, which, after a close action of one hour and twenty minutes, he compelled to haul off. After an interval of three hours, they renewed the attack, which he sustained another hour and twenty minutes, when they again hauled off, and did not make another attempt. Towards the end of the American war, Sir Charles commanded the *San Miguel*, 72, stationed at Gibraltar, from whence he returned to England in March 1783. At the commencement of hostilities against the French republic, he was appointed to the *Dædalus*, 32; and about August 1794, to the *Edgar*, 74, stationed in the North Sea. About the beginning of December 1793, the *Edgar* received considerable damage, and lost her fore and mizen masts, on which account she was put out of commission. Sir Charles removed into the *Goliath*, 74, and was present in her at the memorable battle off Cape St. Vincent, February 14, 1797, on which occasion the *Goliath* had 8 w.; and her commander, in common with the other captains, was afterwards honoured with a gold medal. On February 14, 1799, he was promoted to the rank of rear-admiral. He attained the rank of vice-admiral April 23, 1804; and admiral July 31, 1810. On May 20, 1820, Sir Charles was created an extra K. G. C.

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LAFOREY, Vice-Adm. Sir John, was born in 1729. He was made lieutenant in 1749, and commander in 1755. He distinguished himself before Louisbourg in 1758, under Adm. Boscawen, who promoted him to post rank. He was captain of the *Ocean*, of 90 guns, which was warmly engaged in the memorable encounter off Brest, on July 27, 1778. In 1789 he was made a baronet, promoted to be rear-admiral of the red, and proceeded to the Leeward Islands, as commander-in-chief on that station. On February 1, 1793, he was made vice-admiral of the white. On June 14, 1796, he fell a victim to the yellow fever.

LAFOREY, Vice-Adm. Sir Francis, K. C. B., was born on December 31, 1767; and in 1791 commanded the *Fairy* sloop, at the Leeward Island station, under the orders of his father, Rear-Adm. Sir John Laforey, until 1793; on June 5, this year, he was made post captain, and on May 29, 1794, in the *Carysfort*, of 34 guns, captured the *Castor* French frigate (formerly British), of 32 guns. He subsequently commanded *L'Amable*, of 32, and the *Beaulieu*, of 40 guns; and in 1796 was appointed to the *Scipio*, of 64 guns, in which ship he assisted at the capture of the Dutch settlements of Demerara, Essequibo, and Berbice. On the demise of his father, he succeeded to the baronetcy; and on May 1, 1798, in the *Hydra*, in company with the *Vesuvius* bomb, and *Trial* cutter, Sir Francis chased ashore and destroyed *La Confiance* French frigate, of 36 guns. He commanded the *Hydra* at the Leeward Islands in 1799 and 1800, and on his return was appointed to the *Powerful*, of 74 guns, and proceeded to the Baltic. He afterwards accompanied Sir Charles M. Pole to Cadiz Bay, and continued there until the termination of hostilities. On the renewal of the war, he was appointed to the *Spartiate*, of 74 guns, again visited the West Indies, and returned with Lord Nelson in pursuit of the combined fleets of France and Spain. He was in the ever-memorable action with that gallant chief, when he lost his life, on October 21, off Cape Trafalgar: the *Spartiate* on that day had 3 k. and 20 w. He was afterwards employed guarding the coast of Sicily, until he attained the rank of rear-admiral, on July 31, 1810. He was then nominated commander-in-chief at the Leeward Islands, and proceeded thither in the *Dragon*, of 74 guns, where he remained until the commencement of 1814. He was created a K. C. B. January 2, 1815, and became a vice-admiral August 12, 1819.

LAKE, Rear-Adm. Thomas W., C. B., was born about the year 1773. He served as midshipman on board various ships, and was made a lieutenant in 1793, in the *Russel*, 74, Capt. J. W. Payne. He was afterwards flag-lieutenant to Rear-Adm. Machbride, during the operations against the French, at Nieuport, Ostend, &c. On November 25, 1794, he was promoted to the rank of commander, in the *Weazle* sloop, employed in the North Sea, and afterwards to the *Rattler* sloop, 18, a Channel cruiser. On January 4, 1796, he obtained post rank, and the command of the *Proserpine* 28-gun frigate, employed in the Channel and North Sea, under the respective commands of Lords Bridport and Duncan. August 3, 1797, he captured the *Unity* Dutch schooner privateer, of 10 guns and 50 men. On the renewal of hostilities with France in 1803, Capt. Lake was appointed to the *Topaze*, 38, under the late Lord Gardner,

ner, on the Irish station, where he captured the General Angereau French privateer ketch, of 14 guns and 88 men, on February 13, 1805. On May 10 following he captured the Napoleon Spanish privateer ship, of 14 guns and 140 men; and ten days after the Spanish privateer brig El Fenix, of 14 guns and 85 men. In September 1806 he was appointed to the Gibraltar, 80, and commanded a squadron stationed off L'Orient. In 1807 Capt. Lake's ill health obliged him to retire from the active duties of his profession. In 1812 he commanded the Magnificent, 74, forming part of the squadron under Sir Home Popham, on the north coast of Spain, acting in conjunction with the patriots. Here, while commanding a party of seamen and marines on shore, Capt. Lake was wounded by a musket ball in his right arm, which deprived the country of his services for a period of four months; after which he joined the Channel fleet under Lord Keith, where he continued till the end of the war in Europe. At the general promotion, June 4, 1814, he was appointed colonel of Royal Marines; and soon after conveyed a fleet of merchantmen to the West Indies, where he arrived at the period when Sir A. Cochrane was proceeding on the expedition to New Orleans, and was left by him as senior officer to carry on the duty. He returned to England with the May convoy in the ensuing year, and the Magnificent was put out of commission soon after her arrival. January 2, 1815, Capt. Lake was nominated a C. B., and promoted to the rank of rear-admiral August 12, 1819.

LAMBERT, Capt. Henry. See AMERICAN STATIONS, December 29, 1812.

LAMBERT, Rear-Adm. Robert, entered the naval service at an early age, and served as lieutenant on board the Barfleur, 98, bearing the flag of Rear-Adm. Bowyer, in the memorable action of June 1, 1794; after which he was made a commander in the Swift sloop; from that vessel he removed into the Suffolk, 74, as flag-captain to the late Adm. Rainier, with whom he served at the reduction of Ceylon, Amboyna, Banda, &c. in the years 1795 and 1796. His post commission bears date April 11, 1796. Capt. Lambert continued in the Suffolk till June 1798, when ill health compelled him to return to England. In February 1801 he was appointed to the Saturn, 74, which ship formed part of the Baltic fleet, under Sir Hyde Parker, in the expedition against Copenhagen. In July he removed into the Alcmena, 32, and was employed affording protection to the Halifax and Newfoundland trade, until the conclusion of the war. January 29, 1812, Capt. Lambert was appointed to the Duncan, 74, employed in the North Sea, and in the Channel, which he retained until August 1814. He was promoted to the rank of rear-admiral August 12, 1819, and soon after hoisted his flag in the Vigo, 74, as commander-in-chief of the squadron employed at St. Helena; from whence he returned on January 1, 1822, and struck his flag.

LANE, Capt. R. See LEEWARD ISLAND STATION, May 2, 1796.

LAURIE, Sir Robert, bart., was made a lieutenant in 1790, and served on board the Queen, 98, bearing the flag of Rear-Adm. Gardner, in the memorable action of June 1, 1794, on which occasion that ship had 36 k. and 67 w., including Lieut. Laurie. In September 1795 he was appointed commander in the Zephyr (slp.) 14, stationed in the North Sea until the latter end of 1796, when he received orders to proceed to the West Indies. On his passage

to the Leeward Islands, January 8, 1797, he captured *La Reflexe* French privateer, of 12 guns and 16 men. He was present at the reduction of Trinidad, in the month of February; and on July 17, in the same year, obtained the rank of post captain. In the latter part of 1798 Capt. Laurie was appointed to the *Andromache*, 32, and was principally employed on the Halifax and Jamaica stations until March 1804. In July he was appointed to the *Cleopatra*, 32, to be employed on the Halifax station. On February 16, 1803, he discovered and gave chase to the *Ville de Milan* French frigate, of 46 guns, which on the following day he succeeded in bringing to close action, and after three hours of severe contest, was compelled to surrender to the enemy. For a detail of the particulars, See AMERICAN STATIONS. In October 1811, Sir Robert was appointed to command the *Ajax*, 74, on the Mediterranean station, where he continued until June 1813. He was promoted to the rank of rear-admiral July 19, 1821.

LAWFORD, Vice-Adm. John, was promoted to the rank of post captain December 1, 1793, into the *Convert*, 36, which vessel was lost in the West Indies, March 8, 1794. Towards the latter end of 1797 he was appointed to the *Agincourt*, 64, and removed into the *Romney*, 50, in February 1798. In the summer of this year, having the command of a small squadron, he detained, and carried into the Downs, a Swedish frigate and her convoy. In the autumn of 1799 the *Romney* formed part of the expedition sent against the *Helder*, and was with Vice-Adm. Mitchell at the surrender of the Dutch squadron, commanded by Rear-Adm. Storey. In October 1800 Capt. Lawford removed into the *Polyphemus*, 64, which ship formed part of Lord Nelson's division, at the attack of the Danes before Copenhagen, April 2, 1801. On December 7, 1804, cruising off Cape St. Mary, he captured the *Santa Gertruyda* Spanish frigate, of 36 guns, having on board a valuable cargo. In June 1805, Capt. Lawford was appointed to the *Audacious*, 74, and from her removed in October into the *Impetueux*, 80, in which ship he continued on Channel service, until he was promoted to the rank of rear-admiral August 1, 1811. He attained the rank of vice-admiral August 12, 1819.

LEGGE, Vice-Adm. Hon. Sir Arthur Kaye, K. C. B., was born October 25, 1766, and entered the naval service at an early age. After serving as midshipman, lieutenant, and commander, he was promoted to post rank February 6, 1793, and appointed to command the *Niger*, 32, which was one of the repeaters to Earl Howe's fleet on the memorable June 1, 1794. In the ensuing month he removed into the *Latona*, 38, which ship formed part of the squadron, under the orders of Com. J. W. Payne, to escort H. S. H. the Princess Caroline of Brunswick to this country. In May 1797, Capt. Legge was appointed to the *Cambrian*, 40, in which ship he proceeded to Lisbon. In 1798 he was employed on the coast of France, and captured the following privateers: *Le César*, of 16 guns and 80 men; *Le Pont de Lodi*, of 16 guns and 162 men; *La Revanche*, and *La Cantabre*, of 14 guns and 75 men. On March 31, 1801, he was sent with a convoy to St. Helena, and on the passage, April 6, captured *L'Audacious* lugger privateer, of 14 guns and 50 men. He returned to England in the ensuing August. In July 1803 Capt. Legge was appointed to the *Repulse*, 74, attached to the Channel fleet. In 1805 the *Repulse* formed part of the squadron, under Sir Robert Calder, in the action with the combined squadrons

squadrons of France and Spain, July 22, 1806. In February 1807 he accompanied Sir J. T. Duckworth to Constantinople: the *Repulse* in passing the Dardanelles had 10 k. and 14 w. She also formed part of the squadron, under Sir Richard Strachan, in the expedition to Walcheren in August 1809. He was promoted to the rank of rear-admiral July 31, 1810. In June 1811, Rear-Adm. Legge was appointed to the command at Cadiz, and hoisted his flag in the *Revenge*, 74, which he retained until the latter end of September 1812. In October 1813 he was appointed to a command in the River Thames, and hoisted his flag in the *Thisbe*, 38, off Greenwich, where it remained until the end of the war. He was advanced to the rank of vice-admiral June 4, 1814, and nominated a K. C. B. January 2, 1816.

LEEWARD ISLANDS. The armament for an expedition against the French West India islands sailed from England, November 26, 1793. Its success, from the nature of the service, was dependent on the joint operations of navy and army; the former was therefore intrusted to the able direction of Vice-Adm. Sir John Jervis, K. B. and the latter to Gen. Sir Charles Grey, K. B. The event justified the confidence of their country; for never was success more rapid, nor ever obtained by greater display of individual and personal enterprise. The successive objects of attack, were Martinique, St. Lucia, Les Iles des Saintes, Mariegalante, and Desseada; they were all accomplished between February 2, 1794, and April 20 following, a short period of about eleven weeks. On February 3, 1794, Vice-Adm. Sir John Jervis, with Gen. Sir Charles Grey, sailed with the armament from Carlisle Bay, Barbadoes, for the attack of Martinique; and before March 16, the whole island, except Forts Bourbon and Royal, had surrendered. Batteries were then erected, and the gun-boats played incessantly upon these forts. Lieut. Bowen, of the *Boyne*, who had commanded the night guard and gun-boats for a considerable time, seized a favourable moment to push into the carenage, and brought off the *Bien Venu* French frigate, under a smart fire of grape-shot and musketry from the ramparts and parapet of the fort. This success determined the general to attempt taking the town and Fort Royal by assault. The plan of the attack was put into execution on the 20th, and succeeded in every part, excepting that the *Asia*, 64, failed of getting into her station, through the misconduct of Monsieur de Tourelles, ci-devant lieutenant of the port, who had undertaken to pilot her in. Capt. Faulkner, seeing the situation of the *Asia*, and his own ship, the *Zebra*, having been for some time under a shower of grape-shot, he determined to storm Fort Royal alone, which he effected with matchless intrepidity and conduct, mooring his sloop close to the wall of the fort; then leaping overboard at the head of his ship's company, he assailed and took this important post, before the other boats could reach the shore to assist. The whole army and squadron bore testimony to this daring act of courage in Capt. Faulkner. The fate of Fort Royal decided that of Fort Bourbon. On the 22d, Monsieur Rochambeau surrendered it by capitulation.

April 1.—A landing at St. Lucia was effected by the fleet and troops, on three different points at once, with little resistance and no loss. On the 3d, the enemy's outposts were carried, and the next day Morne Fortuné was summoned to capitulate, which was acceded to on the part of Gen. Ricard; the whole island was thus subjugated without the loss of a man. Leaving a sufficient number

ber of troops for the protection of St. Lucia, the admiral and general returned to Fort Royal Bay, Martinique; and on the morning of the 8th sailed with the transports, squadron, &c. to reduce Guadeloupe. The next day Capt. Rogers was detached to take possession of the Isles des Saintes, which he performed with great gallantry on the 10th, without any loss. On the 11th, without waiting for all the troops, Sir Charles Grey made good his landing in Grosier Bay, under cover of the Winchelsea. At daybreak, on the 12th, the strong Fort Fleur d'Épée was carried by assault. On this desperate service Capts. Nugent and Faulkner greatly distinguished themselves. This success put the British in immediate possession of Grand Terre. On the 20th, Basseterre capitulated, with the whole island and its dependencies, comprehending Mariegalante, Deseada, &c. The rapid successes of the British, however, soon met a check. On June 3, a French squadron appeared off Guadeloupe; on the 5th, the French landed a great force, and the next day carried Fort Fleur d'Épée by storm. Col. Drummond then retreated, with considerable loss, to Fort Louis, and thence to Basseterre. The admiral and general, who were at St. Christopher's, and did not hear of this disaster till the 5th, collected what force they could, and sailed for Guadeloupe, which they reached on the afternoon of the 7th; from this time to the 19th was employed in collecting forces from the different islands. A landing was effected the same morning at Anse Canot; and in the evening the town of Grosier was taken possession of. Several desperate and destructive attacks were made on Fleur d'Épée without advantage. On July 2, before daybreak in the morning, an unsuccessful effort was made to carry by assault the town of Point-à-Pitre. On the 3d, the troops, &c. were withdrawn from Grand Terre to reinforce the posts on Basseterre. At the attack of Point-à-Pitre, on the 2d, Capt. L. Robertson was killed. On October 6, the French, having received considerable reinforcements, made a desperate attack on the camp at Barville, and obliged Brig.-Gen. Graham to capitulate. On December 10, Fort Matilda, the only remaining fort possessed on the island by the British, capitulated. St. Lucia was evacuated June 19, 1795. The latter island, with its dependencies, was however retaken May 25, 1796, by the combined force under Lieut.-Gen. Sir Ralph Abercromby, K. B. and Rear-Adm. Sir H. C. Christian, K. B. See MARTINIQUE, ST. LUCIA, the SAINTS, MARIEGALANTE, and DESEADA.

April 15.—Vice-Adm. Sir John Laforey, in the *Trusty*, of 50 guns, accompanied by the *Nautilus*, 16, Hon. H. Paulet, with the troops commanded by Major-Gen. Cuyler, having received the French commandant's refusal to surrender, stormed and took the island of Tobago. Shortly after, Sir John Laforey resigned the chief command on this station to Rear-Adm. A. Gardner, whose flag was hoisted in the *Queen*, of 98 guns, Capt. J. Hutt, and the squadron then consisted of nine ships of the line, nine frigates, and five sloops, &c.

On June 16, encouraged by the disputes between the republicans and royalists, on the island of Martinique, the naval and military forces, under the command of Rear-Adm. Gardner and Major-Gen. Bruce, made an attempt to capture that island, and for this purpose 3000 troops were landed; but the commanders-in-chief, finding the forces of the enemy to be much greater than was expected, were obliged to re-embark the troops on the 21st, with considerable

considerable loss to the royalists, many of whom, not being able to get on board the ships, were destroyed. The *Ferne*, of 74 guns, and the *Calypso*, of 36, put themselves under the orders of Rear-Adm. Gardner, and proceeded to Trinidad with a number of their refugee countrymen. The ships were taken into the Spanish service, and commanded by the French officers.

1794.—The famous expedition against the West India islands commenced in the month of February 1794.

November 14.—Vice-Adm. Caldwell arrived at Martinico, and Sir J. Jervis and Gen. Grey returned in the *Boyne* to England.

1796, January 4.—The *Blanche*, of 32 guns, Capt. R. Faulkner, in cruising off Point-à-Pitre at daylight in the morning, saw a large frigate coming out of the harbour, with a schooner in company. On finding that the frigate was not inclined to venture from under the battery of Point-à-Pitre, Capt. Faulkner made sail to board the schooner, which was coming down along shore; she proved to be an American from Bourdeaux, and was taken in tow on suspicion. At six p. m. the *Blanche* stretched over for Dominica, with her prize. At half-past eight the French frigate was seen about two leagues astern, upon which the schooner was cast off, and sail was made to meet the enemy. At a quarter past twelve, in passing on different tacks, the frigates exchanged broadsides. At half-past twelve the *Blanche* tacked and came up with her fast, and Capt. Faulkner, seeing the enemy was wearing with the intention to rake him, wore also, and engaged him nearly on board. At one the *Blanche* ran across the enemy's bows, and Capt. Faulkner assisted in lashing her bowsprit to the capstan. Every musket and gun that could now be brought to bear on each side was vigorously applied: soon after the *Blanche's* main and mizen masts went overboard, upon which the enemy attempted to board, but were repulsed. At a quarter past two, the enemy's ship dropped astern; but to prevent her getting clear, Capt. Faulkner ordered a hawser to be gotten up, with which he lashed his adversary fast to the quarter, in which gallant act the brave captain was shot, and the command devolved on Lieut. F. Watkins, who emulated his noble commander. A well-directed and incessant fire was kept up, but none of the guns could be brought to bear, till a part of the stern frame was blown out, when the two aftermost guns on the main deck raked her with such dreadful effect, that all her masts and head were carried away. Thus lashed together, the *Blanche* towed the enemy before the wind, engaging her till a quarter past five, when they hailed, and said they had struck. She proved to be *La Pique*, of 40 guns and 460 men, of whom 76 were k. and 110 w. The *Blanche* had but 8 k. including Capt. Faulkner, and 21 w. Neither frigate having a boat she could put into the water, David Milne, second lieutenant, and ten men, jumped overboard, and swam to *La Pique*. Lieut. Milne was afterwards promoted to post rank, and commanded *La Pique* when lost on the French coast, June 29, 1798, crew saved. A few days before, the dauntless Capt. Faulkner had chased a large schooner corvette into the bay of Deseada, where she anchored under cover of a battery; notwithstanding which, he brought her out, with the loss of 3 men k. and 6 w.

On January 5, the *Bellona*, 74, Capt. Wilson, and *Alarm*, of 32 guns, Capt. Carpenter, when cruising off Deseada, fell in with a fleet.

a fleet of the enemy's transports, under convoy; one of which, the *Duras*, of 20 guns, 70 seamen, and 400 troops, was taken.

In April, the *Thorn* (slp.), 16, after a chase of twenty hours, captured the republican schooner *Caroline*, from Guadeloupe: she had 10,000 proclamations, in English and French, with as many national cockades, to be distributed amongst the negroes for the purpose of insurrection.

May 26.—The *Thorn* (slp.), Capt. R. W. Otway, after a smart action of thirty-five minutes, captured *Le Courier* national corvette, of 18 guns and 119 men.

Early in June, Vice-Adm. Thompson, returning to Martinique from escorting the convoy to a certain latitude, captured *La Perdrix*, of 24 guns; she was afterwards purchased and added to the navy. In August, Adm. Thompson again sailed with a convoy for England. In the month of June, Vice-Adm. Caldwell, who had for some time held the command on this station, returned to England in the *Blanche* frigate, and Vice-Adm. Sir John Laforey again succeeded to the same. The islands of St. Vincent, Grenada, and Dominica, were at this time in a dreadful state of insurrection; the charibs and negroes, encouraged by the French revolutionists, committing the most savage barbarities on the defenceless inhabitants, and burning the plantations. By the united efforts of the British troops and the loyal inhabitants, the insurgents were defeated in every attack, but not without some loss. On June 19, the French having taken the *Virgiri* and *Pigeon* islands, Gen. Stewart was under the necessity of evacuating the island of St. Lucia.

October 10.—The *Mermaid*, 32, Capt. H. Warre, cruising to windward of Grenada, discovered a ship and a brig at anchor off *La Baye*, which got under weigh, and soon made sail towards him; but suddenly the brig pushed into a small bay, called *Requein*, whither the *Mermaid* followed, and run aground close to her, where the crew escaped before she could be taken possession of. She was found to be the *Brutus*, of 10 guns. On the 13th, Capt. Warre chased the ship all the day, and lost her in the night; but on the next day he discovered her to leeward, and captured her, after an action of half-an-hour. She proved to be the *Republican*, of 18 guns and 250 men, 20 of whom were killed and several wounded.

1796, April 15.—Adm. Laforey despatched a small squadron, with 1200 troops under Major-Gen. Whyte, to take possession of *Demerara*, *Essequibo*, and *Berbice*. On the 21st they arrived off *Demerara*: the night was employed in making the necessary arrangements for landing the troops; and at daylight a flag of truce was sent to the governor, summoning him to surrender, which he instantly complied with. In the harbour were taken the *Thetis* Dutch frigate, of 24 guns, the *Sea-gull* cutter, of 12 guns, and several merchant vessels, richly laden. *Berbice* surrendered to the same forces on May 2. See *DEMERARA*, *ESSEQUIBO*, and *BERBICE*.

April 21.—Rear-Adm. Sir H. C. Christian arrived with a squadron of ships of war and transports from England, and joined Adm. Laforey in *Carlisle Bay*, *Barbadoes*. On the 23d the fleet anchored in *Marine Bay*, *Martinique*, and Adm. Laforey sailed for England in the *Majestic*. On the evening of the 26th, Rear-Adm. Christian, with the troops under Sir Ralph Abercromby, sailed to attack the island of St. Lucia. On the 28th, the whole of the troops were landed, and proceeded to the different posts of the enemy,

enemy, which were defended with the greatest obstinacy. Beaten from one place to another, they retreated into Morne Fortuné. On May 2, an unsuccessful attack was made on the enemy's batteries, on the side of the Grand Cul de Sac, in which the Madras, Beaulieu, Pelican, and Victorieuse, were ordered to co-operate; 800 seamen also were landed from the fleet, commanded by Capt. Lane, of the Astrea, and Capt. Ryves, of the Bulldog; 320 marines were added to the seamen. Such was the vigour manifested in carrying on the blockade and siege of Morne Fortuné, that on the 24th the enemy requested a suspension of arms; a capitulation succeeded, and on the 26th the British took possession of Morne Fortuné, in which was a garrison of 2000 men. A ship, three brigs, and five schooners, were taken in the carenage. The army sustained some loss, having, in officers and men, above 65 k. 387 w. and 122 missing. See ST. LUCIA.

After the reduction of St. Lucia, Capt. Wolley was despatched to co-operate with Gen. Abercomby, in quelling the insurrections in the islands of St. Vincent and Grenada. The insurgents were chiefly people of colour and charibs, who, after an obstinate resistance, surrendered by capitulation.

Rear-Adm. H. Harvey, about the end of June, arrived at Martinique in the Prince of Wales, 98; and Rear-Adms. Christian and Pole soon after returned to England in the Beaulieu frigate.

In September, Vics-Adm. Sir Hyde Parker, with Rear-Adm. R. R. Bligh, arrived at Fort Royal, Martinique, and soon after proceeded to their command at Jamaica.

November 25.—Capt. Barton, in the Lapwing, 28, then lying at St. Kitt's, having received intelligence that two French ships of war, with 400 troops on board, had attacked the island of Anguilla, proceeded instantly to attempt the relief of that place. From contrary winds, he could not reach the island before the morning of the 27th, when he found the French had landed about 300 men on the preceding day, committing not only acts of plunder, but great cruelties. On the appearance of the Lapwing, the enemy re-embarked their troops, and endeavoured to get off, which Capt. Barton effectually prevented by bringing their ship to close action, which lasted near two hours, when the ship struck her colours, and proved to be La Décius, of 26 guns, and two brass field-pieces, with 133 seamen and 203 troops. A brig, named La Vaillante, of 4 guns, 45 seamen, and 90 soldiers, which had accompanied her, bore away, and ran on shore on the island of St. Martin's, where she was destroyed by the fire of the Lapwing. The day following, as Capt. Barton was proceeding with his prize to St. Kitt's, he was chased by La Thetis and La Pensée, two large French frigates; and, to prevent recapture, after taking out the prisoners and his own men, he set his prize on fire. The inhabitants of St. Christopher's afterwards thanked Capt. Barton, in a most grateful address, for his services and humanity.

1797, February 12.—Rear-Adm. Harvey and Gen. Abercomby sailed from Martinique, to reduce the island of Trinidad. On the 16th, the fleet came within sight of that island, and stood towards the gulf of Paria. At half-past three the Spanish squadron was discovered at anchor in Chaguaramas Bay, consisting of four sail of the line and one frigate, under the flag of a rear-admiral. Just before dark, the admiral (Harvey) anchored with the ships of the line, in order of battle, opposite the enemy's squadron, within
random-

random-shot of their ships and batteries, and at two in the morning the Spanish squadron was perceived to be on fire; in consequence of which the San Vincente, of 84, the Gallardo and Arrogante, each of 74, and the Santa Cecilia, of 36 guns, were destroyed. The San Damaso, of 74 guns, was saved, and brought out by the boats of the squadron at daylight, uninjured. Gen. Abercromby immediately landed, and took possession of the town without opposition. On the next day the whole island capitulated, and submitted to his majesty's arms. See TRINIDAD.

The success at Trinidad induced the British admiral and general to attempt the reduction of Porto-Rico. On the 17th of April they anchored at Congrejos Point, on that island. The next morning the troops were disembarked, with a little opposition. The town, however, on a nearer approach, was found to be too strongly fortified, and too well defended by gun-boats and other craft, to admit of any hope of success; the general, therefore, on the 30th, after bombarding the town, embarked his troops, and withdrew with the loss of about 200 men.

1798, *January 3*.—The George armed sloop, of 6 guns and 40 men, Lieut. Mackay, on her passage from Demerara to Martinique, was attacked and captured, after a most gallant resistance, by two Spanish privateers. The George had 8 k. and 16 w. including Lieut. Mackay; the enemy 32 k. besides wounded.

1799.—Rear-Adm. Lord Hugh Seymour took the command on this station, and relieved Vice-Adm. Harvey, who was complimented with a piece of plate for his services by the inhabitants of Fort Royal.

February 9.—The superior naval skill of the Americans was manifested in the capture of L'Insurgente, of 44 guns and 410 men, Capt. Buroe, by the Constellation frigate, of 38 guns, Com. T. Truxton, after a bloody engagement, in which the American had but 1 man k. and 2 w.; and the Frenchman 29 k. and 30 w. She was captured off Nevis.

August 20.—The Dutch colony at Surinam surrendered, without opposition, to the forces under Vice-Adm. Lord Hugh Seymour and Lieut.-Gen. Trigge. See SURINAM.

August 26.—Capt. Western, in the Tamer, 38, off Surinam, captured, after a running fight and ten minutes close action, Le République corvette, M. La Boyée, of 32 guns and 220 men.

1800.—Vice-Adm. Lord Hugh Seymour commanded on this station till July, when he proceeded to take the command at Jamaica, and Rear-Adm. Duckworth succeeded him.

February 3.—Com. Truxton, the American commander, in the Constellation, of 38 guns, had a severe action with La Vengeance, of 50 guns, in which the latter was much worsted, and reached Curaçoa on the 6th in a most shattered condition, with the loss of 150 men killed and wounded.

August 10.—The Dromedary store-ship, with the 2d West-India regiment on board, was wrecked on her passage in the Boca of Trinidad. From the excellent conduct of Capt. Taylor and his crew, all on board were saved.

October 7.—Lieut. Boger, in the Gipsy schooner, of 10 guns and 42 men, employed as a tender to the Leviathan, off the north end of Guadaloupe, fell in with Le Quidproquo (*the Tit for Tat*), of 8 guns, 6 and 9-pounders, and 98 men, which, after a very gallant conflict, he compelled to strike. M. Tourpié, her commander,

mander, with 4 of his men, were k. and 11 w. The Gipsy had 1 man k., Lieut. Boger and 10 w.

October 2.—His majesty's ship *El Galgo* foundered on her passage to England; her commander and crew, excepting two officers and 23 men, perished.

1801, *January 8.*—Capt. Manby, in the *Bourdelaïs* frigate, when cruising for the protection of the expected West-India convoy, recaptured two of them, which had been taken by *La Mouche* privateer. On the 29th, he discovered two large brigs and a schooner to windward, bearing down upon him. At six in the evening he brought the large brig to close action, and, after a smart engagement of thirty minutes, she struck, and proved to be *La Curieuse* corvette, of 18 guns and 468 men, commanded by Capt. G. Radelet, who died of his wounds, and about 66 of the crew were killed or wounded. Mr. Barrie, first lieutenant of the *Bourdelaïs*, was wounded, with seven men, and one man killed. The other brig and schooner, who had fired long shot, made off on seeing the fate of their companion. The prize was so full of shot-holes, that in little more than an hour after the capture notice was given that she was sinking. Capt. Manby immediately ordered every one to quit her; but the zeal of British humanity proved fatal to several brave men, who, with Mr. A. Montgomery, persevered in endeavouring to save the wounded Frenchmen from destruction till the vessel sunk under them. Several of them floated on the wreck; but Mr. F. Spence and Mr. Auckland, midshipmen, and five others of these brave fellows, unfortunately perished.

On *January 18*, Lieuts. Mackenzie and Peachy, in the *Garland*, tender to the *Daphne*, 20, R. Matson, cut out, from under the fire of a strong battery, at *Trois Rivières*, *Guadalupe*, *L'Eclair* schooner, of 4 guns and 56 men.

March 16.—Rear-Adm. Duckworth sailed from *Martinique* with a squadron of ships of war and transports, having 1500 troops on board, under Lieut.-Gen. Trigg, to attack and take possession of the *Virgin*, and other neutral islands, in consequence of the measures of hostility entered into between *Denmark*, *Sweden*, and *Russia*. On the morning of the 20th the fleet reached *Grand Saline Bay*, in *St. Bartholomew's*. Previous to the disembarkation of the troops, Brigadier-Gen. Fuller and Capt. E. D. King, of the *Leviathan*, waited on the governor with a summons to surrender. After a little hesitation, the summons was accepted, and the island capitulated. On the 23d and 24th, the *Proselyte* and *Coromandel*, with a reinforcement of troops, having joined the admiral, it was resolved to proceed to the reduction of *St. Martin's*. At daylight on the 24th they arrived off the island, and summoned the governor, who refused to capitulate. The troops were then landed, with a detachment of 200 seamen, under Capt. Ekins, of the *Amphitrite*. The heights in the approach to the town of *St. Philipsbourg* being carried, after a slight skirmish, the enemy becoming convinced that farther opposition must be vain, accepted a verbal summons, sent in by Gen. Maitland, and the island was surrendered before midnight. On the 28th, the islands of *St. Thomas*, *St. John*, and their dependencies submitted; on the 31st *Santa Cruz* followed their example. See *VIRGIN ISLANDS*.

April 16.—The French garrison evacuated *St. Eustatius*, with the island of *Saba*, which were taken possession of by Capt. Perkins,

kins, of the Arab, and Mr. Thompson, president of St. Christopher's. See ST. EUSTATIUS and SABA.

August 16.—Capt. S. Butcher, in the Guachapin brig, of 16 guns, fell in with, between St. Lucia and Martinique, and captured, after a brisk action, El Teresa Spanish letter of marque, of 18 brass guns, 32 and 12-pounders, with 120 men.

1803, *June 20.*—An expedition sailed from Barbadoes for the island of St. Lucia. See ST. LUCIA.

June 24.—The Emerald, 36, J. O'Bryan, after a chase of seventy-two hours, captured the French national schooner corvette L'Enfant Prodigue, pierced for 16 guns, all of which she threw overboard during the chase.

September 16.—Lieut. Furber, in the pinnace of the Blenheim, 74, T. Graves, captured, in the entrance of Fort Royal, Martinique, the Fortunee schooner, of 2 guns and 29 men.

September 20.—The Dutch colonies of Demerary and Essequibo surrendered to the British arms. See DEMERARY and ESSEQUIBO.

September 23.—The colony of Berbice surrendered to the British arms. See BERBICE.

October 26.—Lieut. R. Henderson, in the cutter of the Osprey sloop, G. Younghusband, captured the French privateer schooner La Resource, of 4 guns and 43 men, 2 of whom were k. and 12 w. The cutter had 17 men, 5 of whom were w. Lieut. Collier, with 16 men in the prize, on the next day captured La Mirni privateer schooner, of 1 gun and 21 men.

November 16.—Capt. Ferris, of the Drake (slp.), assisted by Lieuts. Beatie and Boyd, of the Blenheim, with 74 seamen, and Lieuts. Cole and Furber, with a detachment of 60 marines, proceeded to Marin harbour, Martinique, to cut out a privateer, which had greatly annoyed the British trade. At eleven p. m. the marines landed, and surprised Fort Dunkirk, of six 24 and eighteen 5-pounders, which they spiked and destroyed, with their carriages, &c. At the same time the boats boarded and brought out the privateer Harmony, of 8 guns and 66 men, 2 of whom were k. 14 w. and 22 jumped overboard; the boats had 1 k. and 5 w.

November 26.—The Centaur, 74, Com. Sir S. Hood, Capt. Maxwell, having anchored in Petite Ance, Martinique, Capt. Crozier, with a party of marines, and 40 seamen, under Lieuts. Maurice and Ayscough, landed and destroyed a battery of six 24-pounders, which they threw over the precipice at Cape de Salines; and Lieut. Domett, with Lieut. M'Laughlan, of the marines, destroyed another battery, of two 42-pounders and one 32-pounder, and threw the guns over the cliff.

December 2.—The Centaur, 74, Com. Sir S. Hood, after a chase of twenty-four hours, from Fort Royal Bay, captured La Sophie privateer schooner, of 8 guns (which were thrown overboard), and 46 men.

1804, *January 25.*—Capt. C. Shipley, of the St. Lucia (slp.), 16, captured, off the Grenadines, Le Finet privateer, of 4 guns and 45 men.

January 27.—Capt. J. Nourse, of the Cyane (slp.), 18, captured L'Harmonie French privateer schooner, of 12 guns and 82 men.

February 4.—Lieut. R. C. Reynolds, with four boats of the Centaur, 74, Com. S. Hood, containing 60 seamen and 12 marines, captured the Curieux French corvette, of 16 guns and 100 men, which

which was laying close under Fort Edward, Fort Royal Harbour, Martinique. The lieutenant boarded on the quarters, and was well aided by Lieut. Bettesworth, Mr. Tracey, the commodore's secretary, with the other officers and men. The enemy made a warm resistance at the first onset, but the spirited and superior valour of this brave officer and his supporters drove them forward, where a second stand was made, which was carried with equal gallantry; her captain, Cordier, leaped overboard, after receiving two sabre wounds, and saved himself, with some of the men, in a boat that lay under her bows; only one French officer escaped of those who were either killed or wounded, and he was below. This brilliant service was performed with only three officers and six seamen wounded, one of the latter since dead. Lieut. Reynolds had five wounds. The Curieux had 40 killed and wounded.

February 6.—Lieut. Carr, of L'Eclair schooner, of 10 guns and 60 men, fought a most spirited action against the Grande Decidé privateer, of 22 guns and 230 men, which he forced to sheer off in about an hour. L'Eclair had 1 marine k. and 4 seamen w. This may be considered as one of the most brilliant and gallant exploits in naval history.

February 14.—The Cyane (slp.), 18, J. Nourse, captured Le Reconnaissance French schooner privateer, of 10 guns and 70 men.

February 16.—The St. Lucia (slp.), 16, C. Shipley, captured, off Grenada, Le Bigou French privateer, of 6 guns and 60 men.

February 19.—Lieut. S. W. King, of the Drake (slp.), 16, carried, with 30 men only, in a most gallant manner, the fort at Trinité, Martinique, though opposed to much superior force. He spiked the guns. Lieut. Compston and 2 seamen were wounded.

February 26.—Capt. L. O. Bland, of L'Heureux, 24, captured, to windward of Barbadoes, the Flebustier French schooner, pierced for 14 guns, had 6 on board and 68 men.

March 4.—The barge and pinnace of the Blenheim, 74, Capt. W. Ferris, with 50 officers and men, under Lieut. Furber, made a most gallant but unsuccessful attempt to cut out a French schooner, laying close under a fort at the town of St. Pierre. She had made formidable preparations; her boarding-nettings being triced up to the lower mast heads, and so fastened that it was almost impossible to get in, and her sweeps rigged out on each side; notwithstanding all this, and the beach lined with soldiers, the forts, an armed sloop, and several other small vessels near, keeping up a heavy fire, those brave officers and men in the two boats persevered and cut her cables; but it being perfectly calm, she swung and grounded on the beach: 1 seaman and 2 marines were k.; 5 officers, 11 seamen, and 3 marines w.; 3 seamen were missing.

March 5.—Mr. Salmon, the master of L'Eclair (sch.), commanded by Lieut. Carr, volunteered to cut out a French privateer, full of men, from under the batteries of La Hayes, Guadaloupe. He was accompanied by the surgeon, who was also a volunteer, and only ten men. Notwithstanding the fire of the privateer and batteries, the boat persevered, boarded and carried her, after a stout resistance of ten minutes from the crew, consisting of 49 men, well prepared to receive them; and they were obliged afterwards to tow and sweep her out in a dead calm, under a heavy fire from the batteries, as also the musketry from the shore. She proved to be Le Rose schooner, carrying 50 men, well armed, and one long brass pounder. The boat sustained no loss in this gallant service.

The enemy had 5 men k. and 10 w., four of whom jumped overboard, including the captain, who was wounded at the onset.

March 13.—Lieut. J. Forrest, of the *Emerald*, 36, J. O'Brian, accompanied by 30 volunteers, on board the *Fort Diamond* armed sloop, boarded and carried from under the batteries contiguous to the Pearl Rock, Martinique, the privateer schooner *Mosambique*, pierced for 14 guns, but mounted with ten 18-pounders. The crew, after discharging the broadside and musketry, jumped overboard, and swam on shore. The *Fort Diamond* had 2 w.

March 14.—Lieut. W. King, acting commander of the *Drake*, 16, having chased on shore a ship near the batteries at the Hayes, Guadeloupe, Mr. Robson, the master, with two boats' crews, boarded her: the crew escaped on shore; and in about half an hour after she blew up, by which accident 5 men were lost, and several others much bruised: the master died a few hours after. She had 18 guns mounted.

March 23.—Capt. Younghusband, of the *Osprey* (slp.), 18, fought a most spirited action, which lasted an hour and twenty minutes, with the *Egyptienne*, a French frigate, of 36 guns and 243 men, which would certainly have fallen to his superior skill and bravery, had she not availed herself of her superior sailing to get away. The *Osprey* had 1 man k. and 16 w.

March 27.—Capt. Shipley, of the *Hippomenes* (slp.), after a chase of fifty-four hours, and a running fight of three hours and twenty minutes, captured L'*Egyptienne* French privateer (formerly a frigate), of 36 guns and 240 men. The slight resistance she made, for she immediately struck on the *Hippomenes* getting alongside of her, can only be attributed to the fear of being as severely beat as she had been four days previous by the *Osprey*, who killed 8 of her men, and wounded 19, and whose gallantry astonished them.

April 5.—An expedition sailed from Barbadoes for Surinam. See SURINAM.

October 17.—Capt. Nourse, of the Barbadoes, captured the Napoleon privateer, formerly the *Duke of Kent* packet, of 18 guns and 150 men; a circumstance highly flattering to the merchants of Barbadoes (who presented this ship to his majesty), as it was her first cruise, only four days at sea.

1805, *February 8.*—Capt. Bettesworth, of the *Curieux* (slp.), 16, captured *La Dame Ernouf* privateer, after a very sharp action, in which the captain of the privateer displayed an extraordinary degree of obstinacy. The coolness and bravery of Capt. Bettesworth, his officers and men, early manifested their superiority; nor can words describe the gallantry and spirit of the captain, who had recently received three wounds in capturing the sloop he then commanded, and was again wounded severely in this action by a musket-ball in the head. *La Dame Ernouf* had 16 guns and 120 men; and although the *Curieux* carried guns of the same calibre, *La Dame Ernouf* was not near so large. Her fighting so long and desperately might be attributed to the captain being part owner, her great success since the commencement of the war, and being so well manned. The *Curieux* had 5 k. and 4 w. The enemy had 30 k. and 41 w.; and Capt. Bettesworth, with a noble frankness, observed in his despatch, that—"In justice to his gallantry, I must say he never struck whilst there was a man on his decks."

April

April 8.—Capt. Nourse, of the *Barbadoes*, 28, captured *La Desirée* French privateer, of 14 guns and 71 men. She had the temerity, after being decoyed within musket shot, to return the fire of several broadsides with musketry, by which she suffered in 7 men killed and wounded.

October 5.—Capt. G. Tobin, of the *Princess Charlotte*, 40, captured the *Cyane* French corvette (late in his majesty's service), of 26 guns and 8 carronades, with a crew of 190 men, in company with the *Naiad* brig, of 18 guns and 200 men, which, by taking a more prudent situation, and superior sailing, effected her escape. When discovered, they were so distant, that Capt. Tobin saw no chance of overtaking them by an avowed pursuit; he therefore disguised the *Princess Charlotte* as much as possible, which had the desired effect of bringing them down. The *Cyane* was very gallantly defended. Her second captain and 2 seamen were killed; 9 were wounded. The *Princess Charlotte* had 1 k. and 6 w., one of the latter mortally.

October 13.—Capt. P. W. Chapman, of the *Jason*, 32, captured the French national corvette *Naiad*, pierced for 22 guns, mounting sixteen long 12-pounders, and four brass 2-pounder swivels, with 170 men, one of whom was killed. This is the brig that escaped from the *Princess Charlotte* on the 5th instant.

December 16.—Capt. N. D. Cochrane, of the *Kingfisher* (slp.), 16, after a chase of twelve hours to windward of Barbadoes, captured *L'Elizabeth* French privateer schooner, of 14 guns and 91 men.

1806, January 14.—Capt. G. Younghusband, of the *Heureux*, 24, captured the Spanish letter of marque *Amelia*, of 8 guns and 40 men, having on board a valuable cargo.

February 15.—Lieut. Barker, of the *Grenada* brig, 10, had a smart action with the *Princess Murat* French letter of marque, of 3 guns, several swivels, and 52 men. It lasted four hours and thirty minutes, when, having 3 men k. and 7 w. she surrendered. It is a circumstance deserving of remark, that her guns were mounted in such a manner as to enable them all to bear at the same time in any direction, which gave her a decided superiority in weight of metal to the *Grenada*. *Mrs. Atkins*, the master, was severely wounded, and a boy killed.

February 16.—Capt. G. Younghusband, of the *Heureux*, 24, captured *La Bellone* French privateer, of 14 guns and 117 men. She had on board 8000 dollars, being her owner's share of a prize they had carried into Cayane. *February 17*, the same ship captured, after eight hours chase, *La Bocune* French privateer schooner, of 3 guns and 60 men.

March 8.—The *Heureux*, 24, G. Younghusband, captured the French privateer ship *Le Huron*, of 18 guns and 130 men. Upon the *Heureux's* getting alongside *Le Huron*, she opened a smart fire, but it was soon silenced; by which act of rashness her captain, second lieutenant, and 2 men were k. and 7 w.

March 12.—Capt. F. A. Collier, of the *Wolverine* brig, 18, captured the French national schooner *Le Tremeuse*, of 3 guns and 53 men.

March 29.—The *Heureux*, 24, G. Younghusband, in company with the *Agamemnon*, 64, captured the *Dame Ernout* French privateer, of 16 long-sixes, (which she threw overboard in the chase) and one 12-pounder, with 115 men.

May 24.—The French national schooner *L'Imperial*, of 3 guns, small arms, and 65 men, after a partial action with the Duke of Montrose packet, surrendered to the Cygnet sloop, R. B. Campbell. At the same time the Wasp sloop, 18, B. S. Bluett, captured the Napoleon privateer (late his majesty's cutter *Dominica*), having 73 men.

June 18.—The *Morne Fortunée*, 10, Lieut. J. Brown, captured the French schooner privateer *Hope*, of 4 guns and 44 men.

August 18.—Lieut. W. Dean, of the armed brig *Dominica*, 14, captured the French row-boat privateer *La Bateuse*, armed with musketry and 19 men; and on October 4, he captured the French national schooner *La Chiffonne*, armed with musketry, employed as a despatch vessel between Guadalupe and Martinique.

September 18.—Lieut. M'Culloch, in the barge of the *Galatea*, 32, G. Sayer, pursued a Spanish privateer schooner, of 3 guns, swivels, muskets, &c. some miles up a river near Port Cavallo, on the Spanish Main, where he captured and blew her up. On the 21st Lieut. Walker, in the same boat, drove on shore and destroyed a fine schooner, armed with swivels, small arms, &c. The crew escaped.

September 25.—Capt. T. Briggs, of the *Orpheus*, 32, captured the Guadalupe French schooner privateer, of 3 guns, two of which were thrown overboard, and 54 men.

October 9.—Three boats, under the direction of Lieut. R. Gittens, of the *Galatea*, 32, G. Sayer, rowed up in face of the batteries at Barcelona, cut adrift, and brought out four Spanish schooners, without any casualty, although they were exposed an hour and a half to the fire of three batteries, and musketry from the beach, to which the schooners were moored head and stern.

November 12.—The boats of the *Galatea*, 32, G. Sayer, under the direction of Lieut. Gittens, assisted by Lieut. Walker, captured the French schooner *Reunion*, of 10 guns.

November 29.—The armed brig *Dominica*, 14, Lieut. W. Dean, captured the Basilisk French row-boat privateer, of 1 gun and 16 men.

1807. *January 2.*—Capt. Selby, of the *Cerberus*, 32, chased and obliged three French privateers to take shelter under a battery near to the Pearl Rock, Martinique. It appearing practicable to cut them out during the night, Lieuts. Coote and Bligh volunteered the attack; when about eight o'clock they boarded two of the vessels under a most tremendous fire of cannon and musketry from the shore, and brought them out, notwithstanding the enemy had taken the precaution to unbend their sails. The loss sustained by the *Cerberus* was very considerable. Lieut. Coote received a most desperate wound in the head, which deprived him of his sight: 2 men were k. and 9 w. The third privateer made her escape with her sweeps, under cover of the night.

January 18.—The *Venus*, 32, H. Matson, after sixteen hours chase, captured the French privateer brig *Determinée*, of 14 guns and 106 men.

January 21.—Capt. Sayer, of the *Galatea*, 32, discovered a sail in the S. E. steering for La Guira, and soon compelled her to another course for Barcelona. She attempted to get away. At two o'clock her top-gallant sails were scarcely above the horizon, but in a situation between the ship and the coast that still afforded hopes of her, by co-operation of the boats: they pushed off under the

the direction of Lieut. Coombe, manned with 5 officers, 50 seamen, and 20 marines, who, after rowing about twelve leagues in eight hours (part of the time under a burning sun), came up with her. Having first hailed her, the brave fellows instantly attempted to board on both quarters, but by the fire of her guns, which had been all trained aft in readiness, and having to combat under every disadvantage, with more than double their numbers, were twice repulsed. The boats now dropped, and poured through her stern and quarter ports a destructive fire of musketballs and small arms, which cleared the deck of many of the enemy, who were all crowded aft; when after an arduous struggle (a third time) for a footing, the gallant little band rushed on board, and in a few minutes drove all before them; some flew aloft, and others jumped below. The captain and most of his officers were lying wounded on the decks, leaving the remainder of this handful of men in proud possession of the French imperial corvette *Le Lynx*, of 16 guns, pierced for 18, and manned with 160 men. In the death of Lieut. Walker the service lost a most promising officer. Although Lieut. Coombe had before lost a leg, his activity in the execution of his duty was unabated; in this action he received a severe and dangerous wound in the thigh, above the former amputation. Of the officers commanding the five boats, only Lieut. Gibson was unhurt. The boats had 9 k. and 22 w.; *Le Lynx* had 14 k. and 20 w.

January 23.—The *Jason*, 32, F. Cochrane, at daylight discovered a ship and brig to windward, to which he gave chase; at ten he succeeded in bringing the ship to action within pistol-shot, who shortly after struck, and proved to be the French national ship *La Favourite* (formerly in his majesty's service), of sixteen long-sixes, and thirteen 12-pounder carronades, with 150 men, 1 of whom was k. and 1 w. The *Jason* had 1 w. The brig kept above gun-shot to windward, and while the prisoners were exchanging, effected her escape.

February 20.—The *Venus*, 32, H. Matson, captured the French privateer schooner *L'Etoile*, of 6 guns (two of which were thrown overboard) and 54 men.

April 5.—The *Circe*, 32, H. Pigot, captured the French privateer brig *L'Austerlitz*, of eighteen 6-pounders and 125 men.

August 4.—The *Laura* cutter, 10, Lieut. R. Yetts, after a running fight of several hours, captured *Le Rhone* French letter of marque, of 6 guns and 26 men, of whom 2 were k. and 5 w.

August 15.—The *Blonde*, 38, V. V. Ballard, captured the French privateer *La Dame Villaret*, of 5 guns and 69 men; and the next day captured the French schooner privateer *L'Hortense* (late *Eclair*), mounting 8 guns (the whole of which were thrown overboard in the chase) and 98 men.

August 18.—Capt. J. P. Stewart, of the *Port d'Espagne*, 16, captured *La Maria* Spanish schooner privateer, of 1 gun and 74 men. Two days after the boats of the *Balahou*, in conjunction with the armed prize *Maria*, destroyed a privateer in the bay of St. Juan; and on September 12, the boats of the *Port d'Espagne* captured *El Rosario* Spanish schooner privateer, of 1 gun and 34 men, all of whom escaped on shore.

September 14.—Capt. V. V. Ballard, of the *Blonde*, captured *L'Hirondelle* French schooner privateer, of 8 guns (six of which were

were thrown overboard in the chase) and 84 men; and five days after he captured the French privateer brig *Duquesne* (late his Majesty's schooner *Netley*), of 17 guns, 4 swivels, and 123 men. On October 14, he captured the French privateer ship *Alert*, of 20 guns and 149 men.

October 1.—The following is such an instance of persevering bravery, ability, and presence of mind, as is rarely exceeded. Mr. Rogers, master of the *Windsor Castle* packet, on his passage from England, with the mails for Barbadoes and the Leeward Islands, was attacked by a French privateer, after having in vain attempted to avoid an action. At noon she got within gun-shot, and began her fire, which was returned from the stern-chase guns of the packet: on the Frenchman coming near, she was hailed in very opprobrious terms, and desired to strike her colours. On refusing to do so, he ran alongside, grappled the packet, and attempted to board, which was repulsed by the pikes, with the loss of eight or ten men on the part of the enemy, when the privateer attempted to get clear by cutting the grapplings, but was prevented by the mainyard being locked in her rigging. Great exertions were continued on both sides; part of the crew stationed in charge of the mails, had to shift them as circumstances required, or to cut them away in case of necessity. About three, one of the 6-pounder caronades was got to bear upon the privateer, loaded with double grape, canister, and one hundred musket-balls, which was fired at the moment the enemy was making a second desperate attempt to board, and killed and wounded a great number. Soon after this, Mr. Rogers embraced the opportunity of boarding in turn, with only five men, and succeeded in driving the enemy from his quarters, and about four o'clock the privateer was conquered. She was named the *Jeune Richard*, of 7 guns and 92 men, of which 21 were found dead on her decks, and 33 were wounded. The packet had 3 killed and 10 severely wounded of her little crew, amounting to only 28 men and boys; the mizenmast and mainyard carried away, and the rigging fore and aft much damaged.

October 17.—The *Superieure* (bg.), 16, Capt. Buller, after a most severe action of an hour and a quarter, captured the French schooner privateer *La Jopo L'Oil*; in the early part of it, the captain received a musket-ball through the head, while in the act of attempting to board, and immediately expired. The command then devolved on Lieut. J. G. Bird, who with the officers and crew gallantly continued the contest, and brought it to a successful issue. *La Jopo L'Oil* was pierced for 14 guns, but had only 7 mounted, and 95 men. She had 15 k. 19 w. *La Superieure* had 4 k. 8 w.

Lieut. R. Carr, of the *Attentive* gun-brig, captured the Spanish lugger privateer *Neustra Senora del Carmen*, with 2 guns, swivels, and small arms, and 63 men, 3 of whom were wounded.

December 16.—An expedition sailed from Carlisle Bay, Barbadoes, for the Danish islands. See ST. THOMAS and ST. CROIX.

December 26.—Capt. J. Spear, of the *Nimrod* sloop, captured *La Nouvelle Enterprise* French schooner privateer, of 5 guns and 55 men.

1808, *March 2.*—The island of *Marie Galante* was taken possession of by the squadron under the command of Capt. W. Selby, of the *Cerberus*, 32; consisting of that ship, the *Circe*, 32, *H. Pigot*, and *Camilla*, 20, J. Bowen. The conquest was effected by a party

party of about 200 seamen and marines, headed by Capts. Pigot and Bowen, without loss. See *MARIE GALANTE*.

April 21.—The *Lily*, 18, W. H. Sheriff, accompanied by the *Express*, 6, Lieut. Dowers, and *Mosambique* (sch.), 14, Lieut. Jackson, captured the French letter of marque brig *Jean Jacques*, pierced for 18 guns, but had only 6 mounted.

July 17.—The *Acasta*, 40, Capt. P. Beaver, captured the French national brig *Le Serpent*, of 18 guns and 104 men.

August 23.—Capt. G. Saunders, of the *Bellette* sloop, captured the French privateer schooner *Confiance*, of 7 guns (pierced for 16) and 70 men.

September 29.—The *Maria* brig, 12, Lieut. J. Bennet, chased and brought to action the French national ship *Le Sardis*, of 22 guns, and after a spirited contest, in which Lieut. Bennet and five others were killed, and nine wounded, the rigging much cut, and the hull in a sinking state, Mr. J. Dyason, the master, ordered the colours to be struck.

October 20.—The *Pompee*, 80, E. Cockburn, captured *Le Py-lade*, a French brig corvette, of 16 guns and 109 men.

October 31.—The *Circe*, 32, H. Pigot, chased a brig under jury masts, under the protection of a battery near the Diamond Rock, Martinique, when, after an action of ten or fifteen minutes, she struck her colours. She proved to be the French national brig *Palineur*, of 16 guns and 79 men; of whom 7 were k. and 8 w. The *Circe* had 1 k. and 1 w.

November 24.—Capt. I. Spear, of the *Goree* sloop, captured the Admiral Villaret French ship letter of marque, of 8 guns (four of which she threw overboard in the chase) and 32 men, laden with sugar, coffee, and cotton.

December 5.—The *Bellette* sloop, Capt. G. Saunders, captured the French brig letter of marque *Revanche*, of 6 guns (pierced for 18) and 44 men, laden with provisions.

December 12 and 13.—Capt. Collier, of the *Circe*, 32, the senior officer of the blockading squadron, stationed from the Diamond to the Pearl Rocks, Martinique, being informed by signal of the brig *Morne Fortunée*, 12, that an enemy's brig and two schooners were at anchor off the Pearl, recalled the look-out vessels, *Stork* (slp.), 18, Capt. Le Geyt; *Epervier* (bg.), 16; and *Express*, 6, and made all sail towards the enemy. On nearing *St. Pierre*, they perceived a large French schooner running alongshore, under cover of a number of troops; but finding it impossible to get between *St. Pierre* and the *Circe*, she ran on shore under a battery of four guns, flanked by two smaller ones, and the beach lined with troops. The *Circe* led in to the attack of the forts; the small ones were soon silenced, and the troops driven from the beach. Capt. Collier observing the brig and schooner unloading, directed the *Morne Fortunée* to watch the schooner in shore, and the *Epervier* to do the same on her coming up. He then proceeded towards the brig and the other schooner, which were lying well to windward, close to the beach, protected by four batteries and a great number of troops on the beach. Having placed the barge and two cutters under the command of Lieut. Crook, Mr. Collman, purser, Mr. Smith, master, and Mr. Thomas, carpenter, who handsomely volunteered with 68 men to bring the brig out, he then approached her with the *Stork* and *Express*, and directed the boats to lay off until the brig's fire slackened. The *Circe's* boats not waiting for the *Stork's* coming

coming up, boarded in a most gallant manner, but were repulsed with dreadful slaughter; one boat was taken, another sunk, and the other entirely disabled. The boats sustained a loss in killed, wounded, and missing, of 56. It was then dark, and Capt. Collier stood off till daylight, having been joined by the *Amaranthe* (bg.), 18, E. P. Brenton, who in the morning volunteered to bring the brig out; she was then towing and sweeping close in shore towards St. Pierre. The boats were sent to tow the *Amaranthe* up. The French brig had grounded near several batteries to the northward of St. Pierre, and notwithstanding a heavy fire from them and the brig, the latter was at length boarded by the boats, and Lieut. Hay, who had much distinguished himself on this service, finding her bilged, and impossible to be got off, effectually destroyed her. Capt. Brenton again volunteered to destroy the schooner then on shore, which service was satisfactorily performed. The brig was *La Cygne*, of 18 guns and 140 men, with flour, guns, and cartridge-paper, for the relief of Martinique: the two schooners had likewise flour, and were armed; the one left off the *Pearl* was on shore bilged. The loss of the little squadron was severe, being 12 k. 31 w. and 26 missing.

1809, *January 22*.—Capt. S. J. Pechell, of the *Cleopatra*, 32, chased a frigate, which ran close in shore, and anchored with springs on her cables, under a small battery near Point Noir, Guadeloupe. The *Cleopatra* worked up, and anchored within half musket shot; and after engaging her about forty minutes, the *Jason*, 32, W. Maude, and *Hazard*, 18, H. Cameron, came up, the former taking a position on her quarter, while the latter directed her fire to the fort. The enemy, finding he was not able to sustain so unequal a combat, hauled down his colours. She proved to be the French national frigate *Topaze*, of 48 guns, with 330 men, 12 of whom were k. and 14 w. as well as could be ascertained; for as soon as her colours were struck, one third at least took to the water, and several were either killed or wounded in attempting to escape: she had on board 1100 barrels of flour. The *Cleopatra* had 2 k. and 1 w.

January 28.—An expedition sailed from Barbadoes for Martinique. See MARTINIQUE.

April 14.—A French squadron, consisting of three sail of the line and two frigates, having taken shelter in the Saints, possession was taken of these islands by the British troops, the enemy's ships driven out, and one of them, the *D'Hautpoult*, of 74 guns, captured by the *Pompée*, 80, Capt. W. C. Fahie, and the *Recruit*, 18, on the morning of the 17th. See SAINTS.

October 17.—The *Hazard*, 18, H. Cameron, and *Pelorus*, 18, stood in, attacked, and with their boats took possession of, a privateer that lay under the battery of St. Mary, Guadeloupe. On finding she was moored with chains, they blew her up, and with the joint fire of the sloops, destroyed the battery. On this occasion 5 were k. and 10 w.

December 12.—The French national brig corvette *Le Nisus*, being anchored at the Hayes, Guadeloupe, Capt. Elliott, of the *Pultusk*, at the head of the marines of the *Thetis*, 38, G. Millar, *Pultusk*, 16, *Achates*, 14, and *Bacchus*, 12, with a party of 76 seamen, took possession of the vessel, and destroyed every defence at the port of the Hayes. The enemy, amounting to about 300, fled, after a slight resistance, and the brig surrendered immediately.

ately upon the guns of the fort being turned upon her, and was brought out by Capt. Elliott. Lieut. Belcher, of the *Thetis*, destroyed the battery by setting fire to the buildings, spiking the guns, and throwing the carriages and ammunition over the cliff. Lieut. Carr, of the *Assistance*, exhibited great gallantry on this occasion, by keeping up a fire on the battery and brig for upwards of six hours, a considerable part of the time within range of grape. She had 2 wounded, and 2 were wounded on shore.

December 13.—Capt. J. Shortland, of the *Junon*, 38, having in company with her the *Observateur* brig, 16, Capt. F. A. Wetherall, in lat. 17 deg. 20 min. N. and long. 57 deg. W. discovered four large ships to the northward. These were the *Renommée* and *Clorinde*, French 40-gun frigates, and the *Loire* and *Seine*, 40-gun frigates, but armed *en flûte* with 20 guns each, to which he immediately gave chase; and after chasing three hours, at four *p. m.* he discovered that they were frigates. At five *p. m.* the *Junon*, with English colours flying, made the private signal, when the strangers hoisted Spanish colours. Capt. Shortland then made the Spanish private signal, which was immediately answered. Thus deceived, the *Junon* continued to approach the four French frigates until half-past five; they then shortened sail, and hauled their wind in line of battle. The *Junon* shortened sail also: and when about a quarter of a mile to windward of the French squadron, the *Renommée* (leading frigate) hauled down the Spanish, hoisted French colours, and poured in a destructive broadside into the starboard (lee) bow of the *Junon*, who immediately bore up under the stern of the *Renommée*, and raked her. The *Observateur* discharged her broadside into the French frigate's bows. Meanwhile the *Clorinde* had now nearly ran foul of the *Junon* on her starboard side, when a spirited action ensued, and the *Renommée* having wore, to avoid being raked again, ran foul of the *Junon* on the larboard side. The *Seine* and *Loire* also stationed themselves, one ahead, and the other astern of the *Junon*. After engaging her four opponents more than forty-five minutes, with two of them yard-arm and yard-arm, and after several attempts, in which they were repulsed, they at length succeeded in boarding her from the *Renommée* and *Clorinde* simultaneously, and took possession of the British frigate. The *Junon* was cut to pieces, and out of her crew of 224 men and boys, she had 20 officers and men k. and 40 w.; among the latter was Capt. Shortland, severely, who died of his wounds at Guadaloupe January 21. The *Renommée* and *Clorinde*, out of their crews of 360 men and boys each, had 21 k. and 18 w. The *Observateur* escaped, from her superior sailing.

December 14.—Capt. E. Hawker, of the *Melampus*, 36, after a chase of twenty-eight hours, came up with and captured the French national brig corvette *Le Bearnais*, of 16 guns and 109 men, laden with flour and warlike stores from Bayonne to Guadaloupe. She had 1 killed, and some wounded; the *Melampus* had 2 w.

December 18.—Two French frigates having been chased by part of the British squadron, ran into Ance La Barque, and there moored head and stern, under the protection of the batteries. The British squadron, consisting of the *Sceptre*, 74, S. J. Ballard; *Blonde*, 38, V. V. Ballard; *Thetis*, 38, G. Miller; *Freija*, 36, J. Hayes; *Castor*, 32, W. Roberts; *Cygnat* (slp.), 18, E. Dix; *Hazard*, 18, H. Cameron; *Ringdove*, 18, W. Dowers; and *Elizabeth* schooner, Lieut. C. Finch, proceeded to attack them. The *Blonde*,

Blonde, Thetis, Cygnet, Hazard, and Ringdove, being ahead of the other ships, bore the brunt of the action, and by their animated fire soon dismasted one of the enemy's ships, and the crews of both began to desert. The dismasted frigate was observed to be on fire, and soon exploded, when some of the flaming wreck falling on board the other, she soon met a similar fate. Capt. Cameron, with the boats of the squadron, gallantly landed and stormed the batteries, which were still annoying the squadron, both with cannon and musketry, and in the act of hauling down the enemy's colours, was wounded by a musket-ball. On returning to his boat, he fell by a swivel shot. The Blonde had her first lieutenant and 7 men k. and 16 w.; the Thetis had 6 w. The names of the frigates destroyed were, the Loire and Seine, pierced for 40 guns each, both armed *en flute*, mounting 20 guns each, being laden with troops and military stores for Guadaloupe.

December 19.—Capt. B. Walker, of the Rosamond (slp.), 18, after a chase of thirty-eight hours, captured the French national brig Le Papillon, of 16 guns and 110 men, 30 of whom were troops. She was from Bourdeaux, bound to Guadaloupe, and had 300 barrels of flour on board, eighty of which she threw overboard during the chase.

1810, February 5.—The island of Guadaloupe (*Fr.*) surrendered to the British arms. See GUADALOUPE. On the 14th the French, and on the 16th the Dutch part of the island of St. Martin's surrendered; on the 21st the island of St. Eustatius, and on the 22d that of Saba, surrendered also to the British arms. See ST. MARTIN'S, ST. EUSTATIUS, and SABA.

1812, December 31.—The Charybdis (slp.), Capt. Clephan, after five hours chase, captured, in the Sombrero Passage, the Blockade American schooner privateer, of 10 guns and 66 men.

1813, January 16.—The Surprise, 33, Sir T. J. Cochrane, captured the American privateer brig Decatur, pierced for 14, but mounting 12 guns and 82 men: she had 2 wounded.

1814, January 16.—The Venerable, 74, Rear-Adm. Durham, after chasing two French frigates, and coming up with the leeward-most, bailed her twice to surrender, to save her the consequences of so unequal a contest; but she returning an evasive answer, the admiral opened the guns as they would bear, when the enemy immediately put his helm up, and, under all sail, laid the Venerable on board, for which temerity he suffered most severely. The promptitude with which Capt. Worth repelled the attempt to board, was not less conspicuous than the celerity with which he passed his men into the enemy's frigate, and hauled down her ensign: she proved to be the Alceme, a beautiful new French frigate, of 44 guns and 319 men, commanded by Capt. Ducrest de Villeneuve, an officer of much merit. The Venerable had 2 k. and 4 w.; the enemy 2 petty officers and 30 seamen killed and 50 wounded. The other frigate, through the darkness of the night, effected her escape.

January 20.—The frigate that escaped on the night of the 16th, after a long chase, was come up with and captured by the Venerable: she proved to be the Iphigenia, a frigate of the largest class, commanded by Capt. Emerie, having a complement of 325 men, and, like her consort the Alceme, quite new.

April 11.—The Barbadoes sloop, Capt. Fleming, captured off the coast of St. Domingo, after a chase of sixty hours, the American privateer sloop Polly, of 5 guns and 57 men.

April

April 26.—The Pique, Hon. A. Maitland, captured, off the Silver Keys, the American privateer schooner Hawk, of 5 guns and 68 men.

LE GEYT, Capt. G. See JAMAICA STATION, March 23, 1805.

LIND, Capt. Sir James, K. C. B. See CAPE OF GOOD HOPE; and EAST INDIA STATIONS, September 18, 1805.

LISBON. The Prince Regent of Portugal having been induced to withdraw himself from the influence of France, embarked on November 29, 1807, with his family for the Brazils, accompanied by most of his ships of war, under escort of a British fleet, commanded by Capt. Moore, of the Marlborough, 74.

On August 21, 1808, a decisive battle was fought near Lisbon, at a village called Vimeira, between the English and French armies; the former under the command of Sir A. Wellesley, and the latter under that of the Duke of Abrantes; in which the enemy sustained a signal defeat, and the superior valour and discipline of British troops, and the talents of British officers, were eminently conspicuous. The day after the battle, Sir Hew Dalrymple took the command of the army, and a convention was immediately agreed upon by the respective commanders, for the complete evacuation of Portugal by the French troops, and which, considering circumstances, was thought by many too favourable to the French. The Russian fleet, of ten sail of the line, which were in the port of Lisbon as auxiliaries to the French, were by a convention between Adm. Sir Charles Cotton, the commander-in-chief of the British squadron on the coast of Portugal, and Vice-Adm. Seniavin the Russian commander, surrendered to the former, to be held by his majesty, as a deposit, until peace.

LISSA. A most gallant action, which lasted six hours, was fought off this island, on March 13, 1811, by a detachment of frigates under the command of Capt. Hoste, of the Amphion, 32, against a squadron of the enemy, proceeding from Ancona to Lissa, which terminated in the capture of two of his frigates, and the destruction of another. The enemy's squadron consisted of five frigates, four of 44 guns each, and one of 32, one corvette, 28, one brig, 16, two schooners, 12, one gun-boat, 2, and one xebec, 6—total 361 guns, and manned with 2029 men; opposed to which were the Amphion, 32, Cerberus, 32, Henry Whitby, Active, 38, J. A. Gordon, and Volage, 22, P. Hornby, making 124 guns, and manned with 879 men. On the morning of the 13th, the Active made the signal for a strange fleet to windward, and daylight discovered them lying to, off the north point of the island of Lissa, the wind a fine breeze from the north-west. The enemy having formed into two divisions, instantly bore down to the attack, with all possible sail. The British line, led by the Amphion, was formed by signal in the closest order on the starboard tack to receive them; at nine *a. m.* the action commenced, by the British squadron firing on the headmost ships as they came within range; the intention of the enemy appeared to be to break the line in two places, the starboard division, led by the French commodore, bearing upon the Amphion and Active, and the larboard on the Cerberus and Volage; but in this he was foiled by the compact order of the British line. He then endeavoured to round the van ship, to engage to leeward, and thereby place the British line between two fires; but was so warmly received, and rendered so totally unmanageable, that in the

act of wearing, he went on shore on the rocks of Lissa in the greatest possible confusion. The line was then wore to renew the action, the *Amphion* not half a cable length from the shore; the remainder of the enemy's starboard division passing under the *Amphion's* stern, and engaging her to leeward, whilst the larboard division tacked, and remained to windward engaging the other ships. Thus circumstanced, the action was renewed with fury, the British ships frequently in positions which unavoidably exposed them to a raking fire of the enemy, who added to his superior numbers an ability to improve that advantage; but this extraordinary merit, as it rendered the defeat more mortifying to the vanquished, enhanced the distinguished skill and bravery which achieved the glorious triumph of the victors. At twenty minutes past eleven *a. m.* the *Flora* struck her colours, and at twelve the *Bellona* followed her example: the enemy to windward now endeavoured to make off, but were followed up as close as the disabled state of the little squadron would admit of; and the *Active* and *Cerberus* were enabled, at three *p. m.* to compel the sternmost of them to surrender, which concluded this dreadful conflict, leaving the victors in possession of the *Corona*, 44, *Bellona*, 32 (the French commodore), the *Favorite*, 44, on shore, who shortly blew up with a dreadful explosion, the corvette making all possible sail to the north-west, and two frigates crowding sail for the port of Lessina, the brig making off to the south-east, and the small craft flying in every direction. The *Flora* seized the opportunity of escaping, after having struck to the *Amphion*, in consequence of the latter being engaged at the same time with the *Bellona*, and having no boat that could possibly take possession of her; Capt. Hoste, therefore, preferred closing with the *Bellona* and taking her, to losing time alongside the *Flora*, which he already considered as belonging to him, and in which light she was also looked upon both by his own and the enemy's officers, prisoners. The enemy's squadron had 500 troops on board for fortifying and garrisoning the island of Lissa, which this action prevented: its commander, Monsieur Dubordieu, a capitaine de vaisseau, and a member of the Legion of Honour, was killed. Of him Capt. Hoste says, "he set a noble example of intrepidity to those under him." The brave Capt. Hoste was wounded in the right arm, and received several contusions; 50 British seamen and marines were killed and 150 wounded; the ships were likewise much damaged.

LITTLEHALES, Capt. Bendal Robert, went to sea at an early age, served in various ships as a midshipman, and was promoted to the rank of lieutenant in September 1790. He served as lieutenant, with great credit to himself, in the *Duke*, 98, *Rose*, 28, *Beauleau*, 40, *Majestic*, 74, *Blanche*, 32, and *Amazon*, 33. The last ship, of which he was first lieutenant, commanded by Capt. R. C. Reynolds, was wrecked in Hodiern Bay, on January 14, 1797, after a gallant action, in company with the *Indefatigable*, 44, Sir E. Pellew, with *Les Droits de l'Homme*, 74. See HOME STATION. In January 1798 he was appointed commander in the *Penguin* sloop, 18, on the Irish station; and on May 15, 1800, was advanced to post rank. In March 1801 Capt. Littlehales was appointed acting in the *Centaur*, 74, stationed off Brest, where in the night of April 10 that ship lost her mainmast, by being run foul of by the *Mars*, 74, bearing the flag of Rear-Adm. Thornborough, and was obliged to bear up for Plymouth under a jury-mast. After the treaty of Amiens had been ratified, Vice-Adm. Dacres hoisted his flag

flag in the *Centaur*, as commander-in-chief at Plymouth, where she remained until November 18, 1802, on which day Capt. Littlehales sailed for Barbadoes. In 1803, at the recommencement of hostilities, Commodore Sir S. Hood hoisted his broad pendant in the *Centaur*, and proceeded to the attack of St. Lucia, which island surrendered on June 22, and Capt. Littlehales returned home, charged with the despatches announcing the event. Ill health preventing him from accepting the command of an active ship, he has not since been afloat.

LITTLEJOHN, Capt. killed. See **MEDITERRANEAN STATION**, March 8, 1795.

LIVINGSTON, Capt. Sir Thomas, bart., attained the rank of post captain January 13, 1800, and was appointed to the *Diadem*, 64, armed *en flute*, as a troop ship, attached to the expedition against Quiberon, under Sir E. Pellew, and afterwards proceeded to the Mediterranean. In April 1801 he removed into the *Athenienne*, 64, and accompanied Sir J. B. Warren to the coast of Egypt, from whence he returned to England in September 1802. In July 1804 Capt. Livingston was appointed to the *Mediator*, 36, at Deptford, fitting, from which he removed into the *Renommée*, 38, in February 1805, and in October proceeded to the Mediterranean. April 4, 1806, he captured the *Vigilante* Spanish brig of war, of 18 guns and 109 men, near Cape de Gatt. By the fire of this vessel and *Fort Callarettes*, under which she had anchored, the *Renommée* had 2 men wounded; the enemy had 4 killed and wounded. May 4, the boats of the *Renommée* and *Nautilus* captured the Spanish schooner *Giganta*, of 9 guns and 38 men. October 21 her boats captured a tartan, of 4 guns, two settees, one of them mounting 4 guns, and on the following day a settee of 2 guns. He returned to England, and the *Renommée* was put out of commission in July 1806. October 23, 1821, Sir Thomas was appointed to the *Genoa*, 74, which command he enjoyed until October 26, 1824. See **MEDITERRANEAN STATION**.

LOCKYER, Capt. Nicholas, C. B. See **NEW ORLEANS**.

LORING, Capt. John W., C. B. See **JAMAICA STATION**, June 24, 1803.

LOSACK, Adm. George, was promoted to the rank of post captain November 22, 1790. He commanded the *Jupiter*, 50, at the capture of the Dutch fleet in Saldanha Bay, August 17, 1796, and remained on the Cape of Good Hope station until the colony was restored to the Batavian government by the treaty of Amiens. In February 1805, he was appointed to the *Prince George*, 98, attached to the Channel fleet, and commanded that ship until August 1807. He was promoted to the rank of rear-admiral April 24, 1808; became a vice-admiral December 4, 1813; and a full admiral May 27, 1825.

LOSACK, Capt. Woodley. See **MADAGASCAR**.

LOUIS, Rear-Adm. Sir Thomas, bart., was born at Exeter, embarked as a midshipman in the *Fly* (slp.), in 1770, and was made a lieutenant in the *Bienfaisant* in 1777. He was in Adm. Keppel's engagement with the *Comte d'Orville* in 1778, was first lieutenant of the *Bienfaisant* in 1779, and was appointed prize-master of the *Phoenix*, Langara's flag-ship, taken in 1780. He was promoted to the rank of commander in the *Mackworth*, in 1781, and in the ensuing year served as regulating officer at *Shag*. Capt. Louis obtained post rank in 1783, and commanded the *Mil-*

notaur, 74, at the ever-memorable battle of the Nile, August 1, 1798. He was advanced to the rank of rear-admiral in 1804, was with Sir J. T. Duckworth in the engagement and defeat of the French squadron off St. Domingo, February 6, 1806, and was soon after created a baronet. He died at Alexandria, in Egypt, May 17, 1807, in the forty-eighth or forty-ninth year of his age. See NILE, ST. DOMINGO, EGYPT; and CONSTANTINOPLE.

LUKIN, Rear-Adm. William; died in 1804. See HOME STATION, September 25, 1806.

LUMLEY, Capt. John R., died in 1822. See AMERICAN STATIONS, January 15, 1815.

LYDIARD, Capt. Charles, entered the navy as a midshipman, in 1780, in the flag-ship of Adm. Darby, and served under several commanders, on various stations, thirteen years. During the last two months of the above-mentioned period, he did duty at the outpost of Toulon, Fort Mulgrave, together with young Macnamara, a deserving, gallant, but unfortunate officer, who was blown up in the Ardent man of war, in the Mediterranean, in 1794. They entered the service together, and from a similarity of disposition, became attached in the warmest manner. The many instances of personal valour evinced by them, in the hazardous and arduous duty in which they were engaged, procured promotion for them both from the commander-in-chief, the day following the evacuation of the place. Lydiard was appointed first lieutenant of La Sincere, Capt. Shields; afterwards to the Captain, of 74 guns, in which ship he was in the two general engagements which followed in the Mediterranean. In July 1795 he joined Capt. Shields again in the Southampton frigate, the command of which afterwards devolved upon the daring and determined Capt. Macnamara, the brother of his early friend. The Southampton blockaded the French frigates La Vestale and Le Brun, with several gun-boats, in the port of Genoa, for fifteen days, when at length they came out, and an action ensued, so as to cause La Vestale to strike her colours; and Le Brun, with the corn-ships which they had under convoy for France, went off, leaving La Vestale, whose force was double that of the Southampton, to her fate. On June 9, 1796, Capt. Macnamara next cut out of Hieres Bay, and from under the heavy battery of Fort Breganson, L'Utile corvette, of 24 guns and 180 men, 25 of whom were killed and wounded. This dangerous enterprise was executed in a most masterly manner, and as Sir John Jervis's letter expresses it, with "admirable skill and alacrity." Capt. Macnamara stated, that Lieut. Lydiard, at the head of the boarders, with an intrepidity no words can describe, entered and carried the ship in about ten minutes, although he met with a spirited resistance from the captain (who fell), and a hundred men under arms to receive him. Lydiard was instantly appointed to the command of the ship he had so gallantly captured. On January 1, 1801, he was made post; in December 1805 appointed to the Anson frigate, of 40 guns, and sailed with a convoy to the West Indies on March 24, 1806. In company with Capt. Brisbane, of the Arethusa, they captured, off the Havana, the Spanish frigate Pomona, of 38 guns and 347 men, and destroyed 12 gun-boats, each carrying a 24-pounder, and one hundred men, forming a line with the Pomona, under cover of a battery of sixteen 36-pounders. On September 15 following, the Anson, cruising off the Havana alone, fell in with and engaged a French 34-gun ship, bearing the flag

flag of Adm. Villaumes, which, after half-an-hour's action, escaped into the Havana. On Capt. Lydiard's return to Port Royal, he received the compliments and thanks of the admiral upon the quarter-deck of the flag-ship, for the singular boldness, skill, and address, which he had displayed. The next scene of operations which signalized our daring captain was at the capture of the island of Curaçoa, in conjunction with the gallant Capt. Brisbane, the particulars of which astonishing event will be found under the appropriate head. Capt. Brisbane was knighted, and each captain was presented by the king with a medal, in honour of his superior merit, and the services which he had rendered to his country. Capt. Lydiard had permission for the device of the medal to be inserted in his arms, and to descend to his heirs. The Board of Admiralty also expressed their thanks for his gallant and spirited action with the Foudroyant; and on account of the capture of the Pomona, and the taking of Curaçoa, the Patriotic fund at Lloyd's presented him with 100 guineas, for the purchase of a piece of plate. On December 27, 1807, cruising off the Black Rocks, a furious hurricane ensued, which at length rendered it necessary to run the ship on shore on the 29th; and from Capt. Lydiard's great and humane exertions to save the lives of his people, he himself fell a victim.

LYE, Capt. William J. See ISLE OF FRANCE.

LYNNE, Capt. H. See ISLE OF FRANCE, and MADAGASCAR.

M.

MACBRIDE, Adm. John, was born in Scotland, but his father shortly afterwards settled in Ireland. He was made lieutenant in October 1768, and the first instance in which he particularly distinguished himself, was in August 1761, whilst commanding the Grace armed lugger. Assisted by the boats of the Maidstone frigate, he then cut a privateer out of Dunkirk road. He shot the lieutenant of the privateer through the head with a musket, as he was pointing a gun into the boat; besides whom one man was killed and five wounded of the enemy; but Macbride did not lose a man, and had only two wounded. This was done within half a gun-shot of a fort on the east side of the harbour, but it did not fire at them. He was captain of the Bienfaisant, 64 guns, when sent with Adm. Rodney to the relief of Gibraltar in 1779. On January 16, the admiral fell in with the squadron of Don Juan de Langara; and in the affair which ensued, Capt. Macbride was engaged with the St. Domingo when she was blown up, and his ship very narrowly escaped the same fate. The Bienfaisant afterwards compelled the Phoenix, of 80 guns, Langara's flag-ship, to surrender. On August 13, 1780, being off the old head of Kinsale, he engaged for an hour and ten minutes, and captured, Le Comte d'Artois privateer, of 64 guns and 644 men, commanded by the Chevalier Clonard. The Bienfaisant had 3 men k. and 20 w.; the enemy 21 k. and 35 w. In the succeeding month Capt. Macbride captured another French privateer, La Comtesse d'Artois. In 1781 he was in the engagement off the Dogger Bank, between the late Sir Hyde Parker and Adm. Zoutman. In 1785 he was chosen as a representative of the town of Plymouth. In 1793 he was made a rear-admiral of the blue, and was engaged in taking possession of Ostend, on the retreat of the French. On April 11, 1794, he was

made rear-admiral of the red; on July 4, vice of the blue; on June 1, 1795, vice of the white; and on February 14, 1799, admiral of the blue. He died in 1800.

MACDONALD, Capt. Colin, C. B. See HOME STATION, October 20, 1813.

MACEDONIAN, of 38 guns, Capt. J. S. Carden, had a sanguinary contest with the American ship *United States*, Commodore Decatur. On October 25, 1812, the two ships met in latitude 29 deg. N. and longitude 29 deg. 30 min. W., and at nine o'clock the action commenced; but from the enemy keeping two points off the wind, Capt. Carden was not able to get as close to him as he wished. After an hour's action he backed, and came to the wind, when Capt. Carden brought him to close battle, but soon found his force too superior to expect success, unless some very fortunate chance occurred in his favour, with the hope of which he continued the battle two hours and ten minutes, when having the mizen mast shot away by the board, topmasts shot away by the caps, main-yard shot in pieces, lower masts badly wounded, lower rigging all cut to pieces, a small proportion only of the foresail left to the fore-yard, all the guns on the quarter-deck and fore-castle disabled but two, and filled with wreck, two also on the main-deck disabled, and several shot between wind and water, a very great proportion of the crew killed and wounded, and the enemy comparatively in good order, who had now shot ahead, and was about to place himself in a raking position, and the Macedonian not able to return the fire, being a perfect wreck and unmanageable log, Capt. Carden had no alternative but that of surrendering. On being taken on board the enemy's ship, he ceased to wonder at the result of the battle. The *United States* was built with the scantling of a 74-gun ship, mounting thirty long 24-pounders (English ship guns) on her main-deck, and twenty-two 42-pounder carronades, with two long 24-pounders on her quarter-deck and fore-castle, howitzer-guns in her tops, and a travelling carronade on her upper deck, with a complement of 478 picked men. The Macedonian had 36 killed, 36 severely wounded, many of whom could not recover, and 32 slightly wounded—total 104. The enemy's loss was not known.

MACKENZIE, Adm. Thomas, son of the late Adm. George Mackenzie, was made post in 1776. On February 4, 1779, while cruising in the *Ariel*, 20 guns, off Charleston Bar, fell in with *L'Amazone*, of 36 guns, commanded by La Perouse, when, after a severe action of one hour and a quarter, she was compelled to surrender. The master and 24 men were killed and wounded: the enemy had 13 k. and 26 w. In 1781 he commanded the *Active* frigate, and being separated from the fleet under Com. Johnstone, he fell in with and captured the *Heldevoeltermelt*, a Dutch East Indianman, richly laden for the India market. Capt. Mackenzie arrived in India in October 1781, and rendered himself conspicuous under Sir Edward Hughes in all the services in that quarter. In 1793 Capt. Mackenzie was appointed to the *Gibraltar*, and was in the partial actions of the 28th and 29th of May. On June 1, he was second to Lord Howe, and distinguished himself that day by the capture of the *Northumberland*. Notwithstanding he thus signalized himself, in Lord Howe's official report of the action his services were totally unnoticed, or rather his name was not even mentioned, the cause of which silence never has been, and perhaps now never will be made known. All subsequent applications for employment, whether
by

by himself or his friends, were fruitless. He was promoted to the rank of rear-admiral in 1794, to vice-admiral in 1799, and to admiral of the blue in 1804. Adm. Mackenzie, during the latter part of his life, lived secluded from the world, and died of a broken heart, September 20, 1813, aged 60.

MACKENZIE, Capt. Adm., died November 1823. See **HOME STATION**, August 11, 1799, August 16, 1807, and **ST. DOMINGO**.

McKINLEY, Capt. George. See **HOME STATION**, March 7, 1796, and **VIGO**.

MACNAMARA, Rear-Adm. James, entered the service in 1782, and served as midshipman and lieutenant until the latter end of 1793, when he was made a commander by Lord Hood. October 6, 1796, he was promoted to the rank of post captain, and commanded the Southampton frigate, of 32 guns, in the Mediterranean. June 9, 1796, he captured L'Utile corvette, of 24 guns, close to the fort of Breganson; and December 2, the Spanish brig El Corso, of 18 guns. In the memorable battle off Cape St. Vincent, February 14, 1797, the Southampton was one of the repeating frigates. She returned to England in June, and in February 1798 was put out of commission. Capt. Macnamara was then appointed to the Cerberus, 32, on the Irish station. October 20, 1799, he chased and engaged a French squadron of five frigates and two brigs for nearly an hour and a half. April 9, 1801, he went with a convoy to the West Indies, and remained on the Jamaica station until the end of 1802. On April 6, 1803, Capt. Macnamara being in Hyde Park with his Newfoundland dog, the latter began to fight with one belonging to Col. Montgomery; high words ensued, and led to a duel, in which the parties were both wounded, the colonel mortally; Capt. Macnamara was taken into custody, and on the 22d tried at the Old Bailey and acquitted. In June 1805 Capt. M. was appointed to the Dictator, 64, on the North Sea station, from which ship he removed into the Edgar, 74, in May 1807; he was also in the North Sea and Baltic. On his return to England, in February 1810, he was appointed to the Berwick, 74, employed in the North Sea, and occasionally in the Channel. On March 24, 1811, he chased a large French frigate, and compelled her to take shelter within the rocks near Barfleur lighthouse, where she was burnt by her crew. He was promoted to the rank of rear-admiral June 4, 1814, and died in the beginning of 1826. See **MEDITERRANEAN STATION**, June 9, 1796; **ST. VINCENT**, battle off; **HOME STATION**, October 20, 1799, and March 24, 1811.

MADAGASCAR. February 18, 1811, Capt. Lytine, of the Eclipse, took possession, without opposition, of the port of Tamative, at Madagascar, and landed the detachments from the 22d regiment and Bourbon rifle corps, for the garrison of that island. These seas were thus freed from the last French flag, and an unmolested traffic with this fruitful and abundant island was secured to us. Three of the enemy's frigates, who had escaped from Brest on the night of February 2, and were destined to reinforce Mauritius with troops, arms, and various other warlike stores, appeared off there on May 7; but finding it in British possession, were pushing for the port of Tamative, in Madagascar, when they were discovered by a squadron under the command of Capt. C. M. Schomberg, of the Astrea, 36, on the morning of the 20th. It consisted, besides his own ship, of the Phœbe, 36, James Hillyar; Galatea, 36, Woodley Losack; and Racehorse sloop, 18, J. De Rippe. The weather

weather being very variable, and the enemy endeavouring to keep to windward, rendered it impossible to close them until near four o'clock, when they commenced firing, but at a long range, which soon so effectually produced a calm to leeward, as to render the British squadron unmanageable for three hours. The enemy's rear frigate neared the *Astrea* a little, who lay on the water almost immovable, only occasionally bringing guns to bear, while his van and centre ship, preserving a light air, succeeded in rounding the quarter of the *Phœbe* and *Galatea*, raking them with considerable effect for a long time. At length, but not till dark, a close and severe action ensued: in half-an-hour the *Phœbe* disabled her opponent. The commodore struck in twenty-five minutes, after having attempted to lay the *Astrea* athwart hawse. Another frigate likewise struck, but afterwards escaped. The captured ship proved to be *La Renommée*, of the first class (as were the other two), having a crew of 470 men, 200 of whom were picked troops, commanded by Capitaine de vaisseau (with commodore's rank) Roquebert, officier de la Legion d'Honneur, who fell whilst gallantly fighting his ship. The ship that struck and escaped was *La Clorinde*; the one disabled by the *Phœbe* was *La Nereide*, having each 200 troops on board, besides their crews. The British had 110 killed and wounded. The carnage on board *La Renommée* was excessive—145 killed and wounded. Capt. Schomberg then proceeded with his little squadron to the port of Tamative, Madagascar, for the purpose of dislodging the enemy, who had landed and surprised the garrison on his first arrival on the coast. On the 25th he arrived off the port, when the garrison, a frigate, and vessels in the port, together with the late British garrison, were surrendered to the squadron. The frigate was *La Nereide*, of 44 guns and 470 men, 200 of whom were choice troops, commanded by Capitaine Le Maresquier, membre de la Legion d'Honneur, who fell in the action of the 20th instant, in which the ship suffered very considerably, having had 130 men killed and wounded.

MADEIRA. On December 24, 1808, this Portuguese island surrendered to the British land and sea forces; the former under the command of Major-Gen. Beresford, and the latter under that of Rear-Adm. Sir S. Hood, Knt. The second article of the capitulation stipulated that the island should be evacuated and re-delivered to the Prince Regent of Portugal, or to his heirs and successors, when the free ingress and egress to the ports of Portugal and its colonies should be re-established as heretofore; and when the sovereignty of Portugal should be emancipated from the control or influence of France.

MAIDA, Victory of, obtained on July 4, 1806, by Major-Gen. Stuart, over the French army under Gen. Regnier, consisting of about 7000 men, 4000 of whom were killed, wounded, and made prisoners. The British had only 44 k. and 232 w. The scene of action was too far from the sea for the direct co-operation of the navy; but Adm. Sir S. Smith, who had arrived the evening before, directed such a disposition of ships and gun-boats as would have afforded great protection in case of a retreat. The professional services of Capt. Fellowes, of the *Apollo*, who was specially attached to this expedition by the admiral, were highly panegyrized by the major-general.

MAITLAND, Capt. Frederick L., was born September 7, 1777, went to sea at an early age, and after serving as midshipman, lieutenant,

lieutenant, and commander, with great credit, obtained post rank in 1801, and served until the conclusion of the war. October 15, 1802, Capt. Maitland was appointed to the *Loire*, of 46 guns, and after the recommencement of hostilities with France, cruised with great activity and success against the enemy. November 28, 1806, he removed into the *Emerald*, 36, and cruised with his usual activity until November 1811. On June 3, 1813, Capt. Maitland was appointed to the *Goliath*, a cut-down 74, which ship was put out of commission in October 1814; and on the 15th of the ensuing month he was appointed to the *Boyne*, 98; subsequently removed into the *Bellerophon*, 74, employed on the coast of France, and on July 15, 1815, received on board Napoleon Buonaparte and suite. The *Bellerophon* was put out of commission in the following September. September 30, 1818, Capt. Maitland was appointed to the *Vengeur*, 74, for the Leith station; but after June 1819, was sent to Rio de Janeiro, from whence he conveyed Lord Beresford to Lisbon, where he arrived October 10, 1820. From thence he was ordered to Naples, and conveyed the King of the Two Sicilies to Leghorn, where, after a passage of seven days, he arrived December 20. His Majesty personally invested Capt. Maitland with the insignia of a knight commander of the Order of St. Ferdinand and of Merit, and presented him with a valuable gold box, containing his portrait, set round with large diamonds. The *Vengeur* arrived at Spithead March 29, 1821, and was put out of commission at Sheerness on May 18. On the same day Capt. Maitland commissioned the *Genoa*, 74, as a guard-ship at that port, and continued until he was superseded October 8, in the same year. See HOME STATIONS, June 2 and 3, and December 24, 1805, March 13, 1808, and July 14, 1815.

MALACCA, in the East Indies, with its dependencies (*D.*), surrendered, August 17, 1795, to the Company's forces, under Major Browne, in conjunction with the *Resistance*, 44, *E. Pakenham*, and *Orpheus*, 32, *H. Newcome*. They were ceded to the Dutch by the peace of Amiens on March 27, 1802. See CAPE OF GOOD HOPE and EAST INDIA STATIONS, July 21, 1795.

MALCOLM, Vice-Adm. Sir Pulteney, K. C. B., entered the naval service in October 1778, was made a lieutenant March 3, 1783, commander April 3, 1794, and was promoted to post rank October 22, in the same year. In the year 1798 Capt. Malcolm commanded the *Fox*, 32, stationed in the China seas; and in company with the *Sybil*, 40, Capt. Cooke, was particularly active. He subsequently commanded the *Suffolk*, 74, bearing the flag of the late Vice-Adm. Rainier, commander-in-chief in the Indian seas, and removed with that officer into the *Victorious*, 74, continuing to serve as his flag captain during the remainder of the war. In January 1804 he was appointed to the *Royal Sovereign*, 100, and proceeded to the Mediterranean. About the end of June he removed into the *Kent*, 74, and subsequently into the *Renown*, 74. In March 1805 Capt. Malcolm was appointed to the *Donegal*, 74; and although not present at the battle of Trafalgar, on October 21, he by great exertions got out from Gibraltar, and joined Vice-Adm. Collingwood on the 23d, in time to capture *El Rayo*, a Spanish three-decker. He afterwards accompanied Sir J. T. Duckworth to the West Indies, and was in the battle of February 6, 1806, in the bay of St. Domingo; the *Donegal* had 12 k. and 33 w. For his conduct on that occasion, Capt. Malcolm was honoured with a gold medal,

medal, and in common with the other officers of the squadron, received the thanks of both Houses of Parliament. He was also presented by the committee of the Patriotic Fund with a vase value £100. He continued to be actively employed in the Donegal until 1811, when he removed into the Royal Oak, 74, and on March 1, 1812, from that ship into the San Josef, 110, as captain of the Channel fleet, under Lord Keith, which post he held, occasionally commanding a detached squadron, until July 1814, when he hoisted his flag (having been promoted to the rank of rear-admiral December 4, 1813) in the Royal Oak, 74, and proceeded with a body of troops, under Brig.-Gen. Ross, to North America, where he accompanied Sir A. Cochrane on the expedition up the Chesapeake, &c. He afterwards accompanied Sir Alexander in the attempt upon New Orleans in December 1814, and the ensuing month. At the extension of the Order of the Bath, January 2, 1815, he was nominated a K. C. B., and Sir Pulteney struck his flag September 26, 1815. In April 1816 he was appointed commander-in-chief at St. Helena, and hoisted his flag in the Newcastle, 50. He returned to England in 1817, and attained the rank of vice-admiral July 19, 1821.

MALDONADO. On October 29, 1807, Brig-Gen. Backhouse, commander of the land, and Sir H. Popham of the naval forces, in the Rio de la Plata, South America, took possession of this village, and the day after of the fortified island of Goretta, which forms its harbour.

MALTA and GOZA. These islands, which had recently derived so much importance from the peculiar circumstances of the hostile powers, having been previously taken by the French forces, were put into a state of blockade by the British on September 26, 1798. Goza surrendered, by an honourable capitulation, October 28 following, to Capt. A. J. Ball, of the Alexander, 74, who was then the commanding officer intrusted with the blockade. Malta, however, held out till September 4, 1800, when it surrendered, after a blockade of nearly two years, to the British forces. The ships which formed the blockade consisted of the Northumberland, 74, G. Martin; Alexander, 74, A. J. Ball; Gënëreux, 74, M. Dixon; Stately, 64 (armed *en flute*), G. Scott; Charon, 44 (armed *en flute*), R. Bridges; Princess Charlotte, 38, T. Stephenson; Pallas, 38 (armed *en flute*), J. Edmonds; Penelope, 36, H. Blackwood; Santa Teresa, 36, R. Campbell; Success, 32, S. Peard; Niger (armed *en flute*), 32, J. Hillyer; Champion, 24, Lord W. Stuart; La Bonne Citoyenne, 18, W. Buchanan; Port Mahon, 16, R. Jackson; El Vincego, 16, G. Long; Minorca, 16, G. Miller; and Strombolo (bomb), 8, A. Thompson. Malta and Goza, by the treaty of Amiens, signed March 27, 1802, were to have been restored to the order of St. John of Jerusalem; but before that could be effected, the war broke out again in 1803, and these islands remain in possession of the British.

MANBY, Capt. Thomas. See LEeward ISLAND STATION, January 8 and 29, 1801.

MANSELL, Capt. Thomas. See JAVA.

MANSFIELD, Capt. C. J. M., died in 1813. See TRAFALGAR.

MARIE GALANTE. This island, a dependency of Guadeloupe, was taken by the armament under Vice-Adm. Sir John Jervis, K. B. and Gen. Sir Charles Grey, on April 20, 1793. In June 1794, it was retaken by the French. On March 2, 1808, it surrendered at discretion to the British force under Capt. Selby,

of

of the Cerberus, 32, commanding the blockading squadron off Point à Pitre, Guadaloupe. See LEEWARD ISLANDS.

MARKHAM, Adm. John, entered the service at an early age, and obtained the rank of post captain January 3, 1783. At the commencement of the war with the French republic he was appointed to the Blonde frigate, of 32 guns, and accompanied Sir John Jervis in the expedition against the French West India Islands, in February, March, and April 1794. In the month of August Capt. Markham removed into the Hannibal, 74, at Plymouth; and on April 10, 1795, he captured La Gentille French frigate, of 40 guns, and resigned the command of that ship in December. In June 1797 he was appointed to the Centaur, 74, and assisted, under Com. Sir J. T. Duckworth, at the reduction of Minorca, November 15, 1798. March 16, 1799, the Centaur and Cormorant drove El Guadaloupe Spanish frigate, of 40 guns, on shore near Cape Oropesa, where she was wrecked; and on June 19, with a detachment from the fleet under Lord Keith, captured a French squadron, consisting of La Junon, of 40; L'Alceste, 36; Courageux, 32; Salamine brig, 18; and L'Alerte brig, of 14 guns. The Centaur soon after returned to England; and early in 1801 Capt. Markham was nominated to a seat at the Admiralty Board, where he remained until 1804. He was promoted to the rank of rear-admiral April 23 in that year. In January 1806 he again became a commissioner of the Board of Admiralty, and again resigned in April 1807. He attained the rank of vice-admiral October 25, 1809, and full admiral August 12, 1819.

MARTIN, Adm. Sir George, K. C. B., was promoted to the rank of post captain March 17, 1783. In January 1793 he was appointed to the Magicienne frigate, of 32 guns; in November 1795, removed into the Irresistible, 74, and was present at the defeat of the Spanish fleet off Cape St. Vincent, February 14, 1797, on which occasion the Irresistible had 5 k. and 14 w. On April 26, with the Emerald in company, he captured, in Conil Bay, the Elena and Nimfa, of 36 guns each. He left that ship in February 1798; in September was appointed to the Northumberland, 74, and assisted at the capture of the Genereux, of 74 guns, by the squadron under the orders of Lord Nelson. In May following, Capt. Martin succeeded to the command of the force employed in the blockade of Malta, until the surrender of Valette on September 5; he then accompanied the expedition sent against the French in Egypt, under the orders of Lord Keith, and afterwards returned, and was put out of commission in August 1802. In May 1803 Capt. Martin was appointed to the Colossus, 74; in May 1804 to the Glory, 98; and subsequently to the Barfeur, 98, in which he was present in the action between Sir Robert Calder and Adm. Villeneuve July 22, 1805; the Barfeur had 3 k. and 7 w. November 9, he was promoted to the rank of rear-admiral. In June 1807 he hoisted his flag in the Montague, 74, proceeded to the Mediterranean, and removed into the Canopus, 80. October 1809, the rear-admiral, with his squadron, pursued and drove on shore, near Cetta, four French ships of the line, two of which, the Robuste, of 84, and Leon, of 74 guns, the enemy set fire to, and they blew up. About the latter end of 1810 he struck his flag, and returned to England. He was advanced to the rank of vice-admiral July 31 in the same year, and during the latter part of the war commanded the naval force employed at Lisbon.

Lisbon. In 1814 he received the honour of knighthood; on January 2, 1815, was nominated a K. C. B.; on February 20, 1821, a K. G. C.; and on July 19 he attained the rank of full admiral. See MEDITERRANEAN STATION, February 14, and April 26, 1797; February 18, 1800; October 25, 1809; and HOME STATION, July 22, 1805.

MARTIN, Vice-Adm. Sir Thomas Byam, K. C. B., was made post captain November 5, 1793, and in 1794 commanded the *Modeste* frigate, of 36 guns, in the Mediterranean. In March 1795 he was appointed to the *Santa Margarita*, 36, on the Irish station. On June 8, 1796, he captured the *Thames* French frigate (formerly British), of 36 guns; and on October 24 and 25, the *Bonaparte* privateer, of 16, and *Le Vengeur*, of 18 guns. In December he was appointed to the *Tamar*, 38, and in the ensuing year, in the West Indies, captured eight privateers. He returned to England in the *Dictator*, 64, and in August 1798, was appointed to the *Fisgard*, 38, in which ship, October 20, he captured the *Immortalité* French frigate, of 42 guns. July 1, 1800, with the boats of the squadron under Sir J. B. Warren, Capt. Martin burnt a ship of war, four armed vessels, and fifteen merchantmen, in Bourneuf Bay. He continued in the *Fisgard* until the end of the war, and captured several privateers. On the renewal of hostilities with the French in 1803, Capt. Martin, in the month of May, commissioned the *Impetueux*, 84, at Plymouth, and joined the Channel fleet. In December 1807 he was appointed to the *Implacable*, 74; and on September 26, 1806, greatly distinguished himself by the gallant manner in which he attacked the Russian 74 gun-ship *Savolod*, which terminated in her destruction. For his conduct on this occasion, his Swedish Majesty conferred upon Capt. Martin the insignia of a knight of the Order of the Sword. In the ensuing year, the boats of a small squadron under his command, performed some brilliant exploits. He was promoted to the rank of rear-admiral August 1, 1811, and hoisted his flag in the *Aboukir*, 74, on the Baltic station. He received the honour of knighthood in 1814, was nominated a K. C. B. January 2, 1816, became comptroller of the navy in 1816, and attained the rank of vice-admiral August 12, 1819. See HOME STATION, June 8, 1796; October 20, 1798; July 1, 1800; and BALTIC STATION, September 26, 1806; and July 7, 1809.

MARTINIQUE. This valuable island was captured by the combined sea and land forces under Vice-Adm. Sir John Jervis, K. B., and Gen. Sir Charles Grey, on March 23, 1793; it was ceded to France by the peace of Amiens March 27, 1802; but once more surrendered to the British arms February 4, 1809. The army under the command of Lieut.-Gen. Beckwith, with the co-operation of the fleet commanded by Sir Alexander Cochrane, was landed in two divisions, on January 30 and 31; the first under the orders of Sir Geo. Prevost, consisting of between 6000 and 7000 men, and the second under Major-Gen. Maitland, consisting of about 3000. The landing of the first division, intended to be put on shore at Bay Robert, was committed to Capt. Beaver, of the *Acasta*, whose judicious and manly conduct ensured complete success. The second division was landed on the 30th at Saint Luce, under the superintendence of Capt. Fahie, of the *Belleisle*, who executed his task most judiciously. About 600 men were detached on board the *York*, to take possession of the battery at Point Solomon,

mon, in order to secure a safe anchorage for the men of war and transports, which having effected, they invested the fort of Pigeon Island. This fort capitulated on February 4, and 130 persons who were in it surrendered themselves prisoners of war. In order to cut off the enemy's retreat, Adm. Cochrane had previously sent the *Æolus* and *Cleopatra* frigates, and the *Recruit* sloop of war, to the upper part of Fort Royal Bay, which, when the enemy perceived, they set fire to and destroyed the *Amphitrite* frigate, of 44 guns, and all the shipping in the harbour, having, on the army first landing, burnt the *Carnation* at Marin, and a corvette at St. Pierre, the following night. On February 1, the enemy's regular forces were discovered advantageously posted on the declivity of a hill near the heights of Bruno, commanded by General of brigade D'Hedonville. Brigadier-Gen. Hoghton immediately attacked them with the corps under his orders, and forced them to retire with very considerable loss, and in the greatest disorder. They were followed to the heights of Surirey, from whence they were compelled, after repeated attacks, to take shelter under the cover of their redoubts. As soon as batteries could be erected, Fort Bourbon was vigorously besieged till the 24th, when a capitulation for its surrender was signed by Lieut.-Gen. Beckwith, and Adm. Sir A. Cochrane, on the part of the English; and the Capt.-Gen. Villaret Joyeuse, on the part of the French. The naval arrangements on shore had been intrusted by the admiral to Com. Cockburn. He was seconded in his exertions by Cpts. Barton, Nesham, and Brenton. One of the seven-gun batteries was fought by seamen, from which the enemy suffered severely. Thus was the campaign, notwithstanding incessant rains, brought to a glorious conclusion in the short space of twenty-seven days from their departure from Barbadoes. The French garrison amounted to 2224. The loss of the British in killed, wounded, and missing, was about 460. The squadron employed in the reduction of Martinique consisted of the *Neptune*, 98, Adm. Sir A. Cochrane, Charles Dilkes; *Pompée*, 80, Com. Geo. Cockburn; *Belleisle*, 80, W. C. Fahie; *York*, 74, Robt. Barton; *Captain*, 74, J. A. Wood; *Intrepid*, 64, Hon. W. Lake; *Acasta*, 40, P. Beaver; *Penelope*, 36, J. Dick; *Ethalion*, 36, T. Cochrane; *Æolus*, 32, Hon. Lord Wm. Fitzroy; *Circe*, 32, F. A. Collier; *Ulysses*, 44, C. J. W. Nesham; *Eurydice*, 24, J. Bradshaw; brigs, sloops, &c.

MASEFIELD, Capt. I. O. See HOME STATION, October 9, 1803. He died in November, 1808.

MASON, Capt. Francis, C. B. See HOME STATION, May 17, 1804, and April 25, 1808.

MAURICE, Capt. James W. See ANHOLT.

MAXWELL, Capt. Sir Murray, C. B. See SUBINAM and MEDITERRANEAN STATION, April 4, 1808, and November 29, 1811.

MEDITERRANEAN STATION, Occurrences on.

1793, *May*.—In this month the *Isis*, 32, Capt. G. Lumsdaine, fell in with and engaged *La Médée*, of 38 guns and 300 men. The action was continued until the foremast of the *Isis* fell overboard, when the enemy made off. Lieut. Bennet and 23 men were wounded, and the master and 6 men killed.

August 28.—Toulon was taken possession of by the combined forces of Britain and Spain. See TOULON.

During Lord Hood's stay at Toulon, Rear-Adm. Gell seized *La Modeste*,
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Modeste, of 36 guns and 300 men, in the port of Genoa; L'Impérieuse, of 40 guns, was sunk in La Spezia Bay, and afterwards weighed up by Adm. Gell's squadron.

September 21.—On the request of Gen. Paoli, Lord Hood sent Com. Linzee with a squadron to assist in the reduction of the island of Corsica; but, from the want of co-operation on the part of the Corsicans, and the ships being exposed in the attack to a heavy raking fire from the town of St. Fiorenzo, the squadron was compelled to retire without success.

October 21.—Capt. Horatio Nelson, in the Agamemnon, 64, with only 345 men, fell in with and attacked four French frigates and a corvette. A brisk engagement continued four hours, when the enemy hauled their wind, and made off from their crippled adversary.

1794, January 11.—Capt. Samuel Hood, in the Juno, 32, returning from Malta, and being unapprized of the evacuation of Toulon by the English, entered the inner harbour. A boat with some officers was immediately sent on board, who informed Capt. Hood that he must move into another quarter of the harbour to perform quarantine. It was now remarked by a midshipman that they wore national cockades. Capt. Hood, upon repeating the question of where Lord Hood lay, received for answer—" *Be tranquil; the English are a brave people; we treat them well; the English admiral has been gone some time.*" No time was to be lost; a flaw of wind came down the harbour, and Mr. Webley, third lieutenant, said—"I believe, sir, we shall be able to fetch out, if we can get her under sail." The hint was adopted; the Frenchmen driven below: in three minutes every sail was set; the cable cut; the head sails full, and the ship under weigh. A dreadful fire burst forth from the batteries; but although this injured the rigging of the ship, she escaped, and not a single man was wounded.

February.—In the beginning of this month Lord Hood quitted the vicinity of Toulon for Corsica. Some transports of troops under Gen. Dundas, and a squadron under Com. Linzee, were sent to the gulf of St. Fiorenzo. On February 7, the troops landed in the bay of Mortella, and on the 9th the Fortitude and Juno cannonaded the tower of Mortella. The Fortitude received such damage from some red-hot shot, that Capt. Young was compelled to haul her off. The next day the tower surrendered. On the night of the 17th the heights of Fornelli were carried, chiefly from the desperate courage of a party of volunteer seamen, who drew cannon up a perpendicular rocky ascent, deemed hitherto inaccessible. The enemy were astonished to find themselves fired on from the height commanding the tower, and soon after surrendered. On the 19th St. Fiorenzo was evacuated, and the enemy retreated to Bastia; two fine French frigates lying off the town were sunk, one of which, La Minerve, now St. Fiorenzo, of 40 guns, was afterwards weighed up by the English.

March 5.—Lord Hood arrived in St. Fiorenzo Bay, and, on May 22, Bastia was surrendered to the British arms. Capt. Nelson occasionally commanded at the batteries, at one of which he was severely wounded in the head, and lost an eye: he was ably assisted in various nautical services and operations by Capts. Hunt, Hallowell, Bullen, and Serocold, of the navy; Lieuts. Gore, Hotham, Stiles, Andrews, and Brisbane. Capt. Tupper, in L'Impérieuse, watched

watched the island of Capraia, while Capt. Young, in the *Fortitude*, guarded the port of Bastia. Among the killed was Lieut. Tupper, of the *Victory*; and Lieut. G. Andrews, of the *Agamemnon*, was wounded. See *CORSICA*.

June 5.—The French having equipped most of the ships left undestroyed at the evacuation of Toulon, put to sea; and Lord Hood, on receiving the intelligence, immediately went in quest of them. On the 10th chase was given, but they effected their escape into Gourjon Bay, where they erected strong batteries for their protection. Lord Hood, finding it impracticable to bring them to action, proceeded off Calvi, leaving Adm. Hotham to watch the enemy in Gourjon Bay.

June 17.—The Hon. Capt. W. Paget, in the *Romney*, 50, being between the island of Tino and Miconi, with a convoy, discovered an enemy's frigate at anchor in-shore, with three merchantmen. The *Leda* and *Tartar* being in sight, Capt. Paget consigned the convoy to their care, and came to anchor near the French commodore, ordering him to strike. The Frenchman replying that he was resolved to defend his own ship to the last, Capt. Paget, at one o'clock, came fairly abreast of him; a severe action ensued, and continued uninterruptedly for an hour and ten minutes, when the enemy struck, and proved to be *La Sybille*, of 40 guns and 350 men, commanded by Com. Rondeau. She had 55 k. and 103 w.: the *Romney* 8 k. and 30 w. The three merchantmen were also taken.

August 10.—Calvi surrendered, after a gallant defence of fifty-one days. The naval officers, chiefly employed in co-operating with the army, were Capts. Nelson, Hallowell, and Serocold (the latter, an excellent officer, was killed by a grape-shot), and Lieuts. Ferrieres and Morgan. In the harbour were taken the *Melpomene*, of 40 guns, afterwards commanded by Capt. J. May; the *Mignonne*, of 32 guns, and three gun-boats.

In this month an alarming mutiny broke out on board the *Wind-sor Castle*, 98: the crew assigned as a reason their dislike to Rear-Adm. Linzee, Capt. Shield, the first lieutenant, and boatswain; in consequence of which, however strange it may seem, Capt. Gore, another lieutenant, and boatswain, were sent by Adms. Hotham and Parker to supersede the former officers.

1795, January 16.—While the fleet was lying in St. Fiorenzo Bay, after a gale of wind, which occasioned a very heavy sea, the *Berwick* rolled so violently, that all her masts fell over her side. The masts not having been sufficiently secured by the rigging, Capt. W. Smith, with the first lieutenant and the master, were tried for the neglect, and sentenced to be dismissed the ship.

February 25.—Adm. Hotham, who was chiefly employed in blocking up Toulon and protecting Corsica, was obliged to put into Leghorn to refit, leaving some frigates to watch the enemy.

March 8.—Adm. Hotham received intelligence that the French fleet had been seen steering to the southward, consisting of fifteen sail of the line, and three frigates. He immediately shaped his course for Corsica, and sent orders to the *Berwick*, at St. Fiorenzo, to join him off Cape Corso. In the course of the night he learned by the *Tarleton* brig, which he had sent with the orders, that the *Berwick* had been captured two days before by the enemy's fleet, after a gallant resistance on the part of Capt. Littlejohn, who was unfortunately killed. On the 12th, the two squadrons came in sight of each other; and on the 13th, Adm. Hotham made signal

for a general chase. The wind blowing fresh, one of the French line-of-battle ships was discovered without her topmasts. This afforded an opportunity to Capt. Freemantle, in the *Inconstant* frigate, to attack, rake, and harass her, till the *Agamemnon*, 64, Capt. Nelson, came up, who would have captured her, had they not found themselves far from their own fleet, and the enemy bearing down to assist, which obliged them to quit her. On the morning of the 14th, the disabled Frenchman, with another that had her in tow, were observed so far to leeward of their own squadron, that hopes were entertained of either cutting them off, or bringing the enemy to an engagement, in order to support them. They accordingly came down with this view; but the Captain, 74, and Bedford, 74, were so far advanced, and so well supported by the other ships of the British van, as effectually to cut them off. The conflict ended in the enemy abandoning their ships, and firing upon the British line as they passed on the contrary tack with a light air of wind. The ships taken were the *Ca Ira*, of 80, and *Censeur*, of 74 guns, both of which made an obstinate defence, and had several hundreds killed and wounded. The British had 75 k. and 280 w. The van of the British was exceedingly damaged: the *Illustrious* and *Courageux* lost their main and mizen topmasts; the former was afterwards taken in tow by a frigate, but separated in a gale of wind, and lost near Avenza. The crew and part of the stores were saved.

June 24.—The *Dido*, of 28 guns, Capt. G. H. Towry; and *Lowestoffe*, of 32, Capt. Middleton, reconnoitring off the *Hieres* Isles, discovered and chased two French frigates. The *Dido* came up with and engaged the headmost, which falling twice on board the *Dido*, became disabled, from the loss of her bowsprit, foremast, and maintopmast. The *Dido* also from her damage would no longer keep-to, when the *Lowestoffe* poured in her fire; but the enemy's second frigate coming up, passed, exchanged opposite broadsides, and then tacked. She was pursued by the *Lowestoffe*, but escaped, from superior sailing. On the return of the *Lowestoffe*, and her raking the enemy, *La Minerve*, of 42 guns and 330 men, struck. Her companion was *L'Artémise*, of 30 guns. Mr. Buckol, first lieutenant, and Mr. Wilson, clerk, were among the wounded in the *Dido*. Capt. Towry was afterwards appointed to command *La Minerve*; and Lieut. Colby, of the *Robust*, promoted to that of the *Dido*.

July 12.—Adm. Hotham learned that the enemy's fleet had been seen to the northward of the *Hieres* Isles; and on the 13th they were discovered to leeward of the British, on the starboard tack, consisting of seventeen sail of the line and three frigates, the wind blowing strong from the W. N. W. attended with a heavy swell. Adm. Hotham's object was to cut them off from the land, which lay but at five leagues distance; their purpose, however, being to avoid a battle, at eight *a. m.* signal was made for a general chase, in consequence of which their sternmost ship, *L'Alcide*, of 74 guns, struck to the van ships. The rest of their fleet, by a favourable shift of wind, had reached Frejus Bay, while the greater part of the British were becalmed in the offing, so that nothing farther could be effected. Before *L'Alcide* was taken possession of, she caught fire in the foretop, and was soon after in a blaze. The boats of the fleet saved about 300 before she blew up; between 300 and 400 were involved in the melancholy catastrophe.

1796.—Adm. Sir John Jervis commanded this year on the Mediterranean station.

March 9.—The *Egmont*, Capt. J. Sutton, captured *La Sardine*, of 22 guns, and retook the *Nemesis*, of 28, captured last year by three French frigates, between Salonica and Smyrna.

April 20.—Capt. Fremantle, in the *Inconstant*, 36, captured, without resistance, *L'Unité*, of 34 guns and 218 men, off Cape Bon.

April 25.—Com. Nelson cut four vessels out which lay under and were protected by the batteries at Loano. The officers who greatly distinguished themselves in the boats were Lieuts. Suckling, Compton, and Noble (the last badly wounded), of the *Agamemnon*; Lieut. Culverhouse, of the *Meleager*; and Lieut. Ryder, of the *Diadem*.

May 31.—Com. Nelson took possession of six vessels with the boats of his squadron, which were moored under a battery in the Gulf of Genoa, and defended by it.

June 9.—Capt. Macnamara, in the *Southampton*, 32, daringly pursued a French cruiser, which had been observed in the evening working up Hieres Bay, by Sir J. Jervis. Capt. Macnamara having pushed through the grand passage, hauled up under the batteries, on the N. E. end of Porquerolle, under an easy sail; by which stratagem he was taken for a friend, and arrived within pistol-shot of the enemy undiscovered. Capt. Macnamara then hailed, and cautioned her commander not to make a fruitless resistance, who snapped a pistol at the captain and fired a broadside. Being at this time close to the heavy battery of Fort Breganson, Capt. Macnamara directly laid her on board, and Lieut. Lydiard, at the head of the boarders, carried her in ten minutes, against her captain (who fell) and a hundred men ready to receive him. She proved to be *L'Utile* corvette, of 24 guns and 136 men: she was lashed to the *Southampton*, and thus gotten out amidst a heavy fire from the battery.

June 27.—The French took possession of Leghorn, and drove the members of the English factory and the emigrants on board the English ships of war and transports, which by the exertions of Capt. Fremantle were preserved from the enemy, with nearly all the merchandise and naval stores on shore.

July 10.—The town and port of Ferrajo was taken possession of by Com. Nelson and Major Duncan.

October 13.—The *Terpsichore*, Capt. R. Bowen, of 32 guns and 215 men (but at that time very short handed, and part of her crew ill), cruising off Carthage, at daylight discovered a frigate to windward in chase of him. Although inferior in guns and men, Capt. Bowen resolved not to fly, and at half-past nine the enemy hauled upon the *Terpsichore's* weather-quarter. A most desperate action now ensued, and continued with determined obstinacy for an hour and twenty minutes, when the enemy attempted to make off; but the superior skill of Capt. Bowen prevented this, and in twenty minutes after compelled him to strike. The prize proved to be the *Mahonesa* Spanish frigate, Don Thomas Agalda, of 34 guns and 275 men, proceeding for Don Langara's fleet.

October 15.—The British evacuated the island of Corsica.

December 12.—The *Terpsichore*, cruising off Cadiz, discovered a large frigate on the weather quarter; she instantly chased, and continued the pursuit till two o'clock in the morning of the 13th,

when Capt. Bowen wore, and brought to with the ship's head off the shore. About eight in the morning, the wind having shifted to S. W., gave the *Terpsichore* the weather gage, and she again renewed the chase, although on the preceding day she had sprung her main and foremast. She came alongside of her antagonist about ten o'clock at night, when a most gallant and spirited action commenced, and continued for an hour and a quarter, at which time the enemy was completely dismayed, her captain and 40 men killed. She proved to be *La Vestale*, of 36 guns and 300 men. She was committed to the care of a master and eight seamen, Capt. Bowen, from his shattered state, not being able to spare any more. In the night, having parted from the *Terpsichore*, the Frenchmen took the charge from the master, and some Spanish boats coming off, Capt. Bowen in the morning had the mortification to see his prize towing into Cadiz. *La Vestale*, in 1799, was captured by the *Clyde*, 38, Capt. C. Cunningham.

December 19.—The *Courageux*, of 74 guns, Capt. B. Hallowell, was driven from her anchors in Gibraltar Bay, by a violent gale of wind, which continued the whole of the next day, attended with hazy weather, and dreadful thunder and lightning. Unfortunately, standing too far over to the Barbary coast in the night, she struck upon a rock near the foot of Ape's Hill, and was soon dashed to pieces. Nearly 500 of the crew perished. Capt. Hallowell, at the time she broke adrift, was fortunately attending a court-martial. In the same night, Com. Nelson, in *La Minerve* frigate, accompanied by the *Blanche*, fell in with two Spanish frigates. While the *Blanche* bore down to attack one, *La Minerve*, at forty minutes past ten, brought her antagonist to close action, which continued without intermission till half-past one, when *La Sabina*, of 40 guns and 286 men, Capt. Don Jacoba Stuart, struck, having lost her mizen-mast, and 164 men killed and wounded. Lieuts. Culverhouse and Hardy were put into the prize, and taken in tow; but on the 20th, at four *a. m.* a Spanish frigate hove in sight, and soon after engaged *La Minerve*, who beat her off, after half-an-hour's action. At this time three other ships were observed standing for *La Minerve*, which next morning proved to be two Spanish men of war and a frigate. By skilfully steering *La Sabina* a different course, and placing the English colours over the Spanish, the enemy's attention was directed that way, and after a stout resistance, she was taken, and *La Minerve* saved. Capt. D'Arcy Preston, in the *Blanche*, engaged the other Spanish frigate, which, after a short resistance, struck; but before she could be taken possession of, three other ships approached within gun-shot of the *Blanche*, which compelled Capt. Preston to wear and join her consort.

1797, February 14.—Adm. Sir J. Jervis defeated the Spanish fleet off Cape St. Vincent. See ST. VINCENT, Battle off Cape.

In the month of April, Sir Horatio Nelson, now a knight of the Bath, hoisted his flag as rear-admiral of the blue, and was detached by Earl St. Vincent to bring away the garrison at Porto Ferrajo.

April 26.—The *Irresistible*, 74, Capt. G. Martin, in company with the *Emerald* frigate, attacked two Spanish frigates, anchored in Conil Bay, near Trafalgar, and compelled them to surrender. They proved to be the *Elena* and *Nimfa*, of 36 guns and 320 men each; the former, after she had struck, cut her cable and run on shore;

shore: she was afterwards gotten off, but was found to be so much damaged that she was destroyed.

May 28.—Capt. B. Hallowell, in the *Lively*, 32, with *La Minerve*, 38, Capt. G. Cockburn, standing into the bay of Santa Cruz, in Teneriffe, saw a French armed brig at anchor in the road. The boats of the two frigates were immediately ordered by Capt. Hallowell to cut her out, which they succeeded in effecting, at about half-past two in the afternoon, under the command of Lieut. T. M. Hardy, of *La Minerve*. Notwithstanding a heavy fire from the town, and a large ship lying in the road, she was towed out of reach of the batteries, and proved to be *La Mutine*, of 14 guns and 130 men. Earl St. Vincent afterwards promoted Lieut. Hardy, and gave him the command of the prize. The damages of Earl St. Vincent's fleet being repaired, he at this time completely blockaded the port of Cadiz.

July 3.—In the night Rear-Adm. Nelson, who commanded the advanced squadron, proceeded with the *Thunder bomb*, &c. to bombard the town of Cadiz; but the large mortar being found to be materially injured, she was ordered to retire under the protection of the *Goliath*, 74, and two frigates. A Spanish flotilla endeavoured to cut off and carry the *Thunder*, but the rear-admiral not only dispersed and defeated them, but captured Don Miguel Tyrason, their commander, who had laid his boat alongside of the admiral's barge; when all his men, except six, were killed; and these, with himself, were wounded. In the night of the 5th a second bombardment of Cadiz took place, under the direction of Capt. Bowen, of the *Terpsichore*, Capt. Miller, of the *Theseus*, and Capt. Waller, of the *Emerald*. The *Thunder*, *Strombolo*, and *Terror* bombs, were ably placed by Mr. Jackson, master of the *Ville de Paris*, and considerably damaged the town and shipping. Ten sail of the line, on the next day, warped up with great precipitation, out of the range of our shot and shells.

July 25.—An unsuccessful attack was made upon the island of Teneriffe by Rear-Adm. Nelson. See TENERIFFE.

1798.—Adm. Earl St. Vincent continued to blockade the port of Cadiz; many privateers were taken, and the coast of Portugal effectually protected.

January 8.—The Hon. C. H. Pierrepont, in the *Kingfisher* brig, about fifty leagues west of the *Borlings*, fell in with and captured, after a smart action, *La Betsey*, pierced for 20, and mounting 16 guns, with 118 men.

February 3.—Capt. H. Downman, in the *Speedy* brig, had a severe action with *La Papillon*, of 14 guns and 160 men. The latter escaped only from her superiority in sailing. The *Speedy* had 5 persons killed in the action.

May 14.—Capt. R. G. Middleton, in the *Flora*, 36, pursued a French corvette, *Le Mondovi*, of 16 guns and 68 men, which took refuge under the batteries defending a small harbour on the island of Cerigo. The harbour not having sufficient depth for the *Flora*, Lieuts. Russel and Hepenstall, in the boats, very gallantly cut her out, under a heavy fire from the batteries.

On May 16, the *Aurora*, 20, Capt. H. Digby, being off Curmes, discovered a Spanish brigantine and schooner at anchor in the harbour, which he destroyed by sending the ship's boats, under the command of Lieut. Lloyd. On the 19th Capt. Digby chased, and drove on shore, a corvette and two brigs in the harbour of Cedeira.

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On the 22d he chased a ship off Cape Machichicao, which, on being pursued by the *Aurora*, hauled in for the land, and anchored under a fort, at the same time hoisting French colours. At four *p. m.* the *Aurora* attacked her, and after three or four broadsides, her masts fell over her sides, and her cables being shot away, she drove on shore on the rocks, and afterwards went to pieces. The wind blowing on the land, Capt. Digby was compelled to abandon her, and stand out to sea.

May 27.—The *Seahorse*, 38, Capt. E. J. Foote, at about twelve leagues from the island of Pantellaria, fell in with, and captured, after a pursuit of twelve hours, and a sharp engagement, *La Sensible*, commanded by M. Bourde, mounting 36 guns and 300 men: she had 18 men killed, and the first and second captains, with 35 men, wounded. She was proceeding from Malta with the account of its capture, and had on board the general of division, M. Baraguay d'Hilliers. The *Seahorse* had 2 men killed, and 15 men, with Mr. Wilmot, the first lieutenant, wounded.

July 15.—The *Lion*, 64, Capt. M. Dixon, about twenty-four leagues from Carthage, discovered four Spanish frigates, which she brought to close action at a quarter past eleven; it was continued with great fury till one, when three of them made sail, and left the *Dorothea*, of 42 guns and 370 men, Don Manuel Gorrero, to her fate. The wounded state of the *Lion* prevented her from pursuing the other frigates.

August 1.—A great victory was obtained over the French fleet by Adm. Nelson, near Alexandria, in Egypt. See *NILE*, Battle of the.

August 7.—In the afternoon of this day, *L'Espoir* sloop, of 16 guns, Capt. L. O. Bland, at about five leagues from Malaga, with part of the Oran convoy, discovered a large ship steering as if with the intention of cutting off the convoy. At a little before seven, Capt. Bland perceived her to be a ship of war, and that she had hove to ready to receive him. Having arrived within musket-shot on the enemy's weather-quarter, without hoisting his colours, the stranger imperiously bid him, in good English, go to leeward and strike, or he would sink him, at the same time pouring a broadside into *L'Espoir*. A severe engagement then ensued, which lasted till ten o'clock, when the enemy called for quarter, and said he was a Genoese; notwithstanding which he kept shooting up, as if to gain an opportunity of raking *L'Espoir*. Thinking his force too great to be trifled with, Capt. Bland poured another broadside into him, which he returned; but upon *L'Espoir* shooting ahead, and tacking to give him the other, he surrendered. She proved to be the *Liguria*, Don Orso commander, mounting 47 guns of various descriptions and 120 men. Mr. Soulsby, the master of *L'Espoir*, a fine active young man, was killed and 6 wounded.

August 18.—Capt. T. B. Thompson, in the *Leander*, 50, having on board Capt. Edward Berry, charged with despatches relative to the victory of the Nile, about five or six miles off the west side of Goza, discovered a ship of the line standing towards him with a fine breeze. The *Leander* at this time had 80 men short of her complement, and a great number on board who had been wounded on August 1. This circumstance, added to his inferiority in point of strength, made the British endeavour to avoid an engagement; but the superior sailing of the enemy rendering it unavoidable, at nine *a. m.* the Frenchman being within half gun-shot of the *Leander's* weather-

weather-quarter, Capt. Thompson hauled up and commenced a vigorous cannonade, which was instantly returned. The ships continued nearing each other till half-past ten, when the enemy laid the *Leander* on board on the larboard bow; but from this attempt was repulsed with much slaughter. A light breeze now springing up, Capt. Thompson was enabled to disentangle himself, and soon afterwards luffing up under the enemy's stern, and passing him within a few yards, deliberately discharged every gun into him. The action now continued with great fury till half-past three *p. m.*, when the enemy, with the help of a light breeze, passed the *Leander's* bows, and brought himself on her starboard side, where the guns had been nearly all disabled from the wreck of the spar which had fallen on that side. This produced a cessation of firing, and the enemy hailed to know if he had surrendered: the *Leander* now being a perfect wreck both in rigging and hull, and the Capt. Berry and Thompson agreeing that she was no longer defensible, she was surrendered. The enemy proved to be *Le Généreux*, of 74 guns, which had escaped from the battle of August 1, having on board 900 men, of whom 100 were killed and 188 were wounded in the contest with the *Leander*, whose loss was 3 midshipmen, 24 seamen, a sergeant, and 7 marines, killed; wounded, Capt. Thompson, Lieuts. Taylor and Swiney, Mr. Lee, the master, the boat-swain, a master's mate, a midshipman, 41 seamen, and 9 marines.

On August 22, the *Alcmene*, 32, Capt. G. Hope, captured off Alexandria, *Le Légère* French gun-boat, charged with despatches for Buonaparte, which were thrown overboard, but fortunately recovered by John Taylor and James Harding, two seamen of the *Alcmene*, who dashed overboard and saved the whole of them. The corporation of London afterwards gave these brave fellows an annuity of £20 each.

September 2.—The *Seahorse* and *Emerald* frigates, being off Alexandria, drove on shore, near an Arab town, *L'Anémone*, a French gun-boat; when the boats were sent to take possession, the Frenchman opened his fire upon them, cut his cables, and ran on shore among the breakers; the crew then landed, but were directly attacked, murdered, and stripped, by the Arabs, except those who flew to the beach, many of whom, by the generous exertions of the British seamen, were brought off through a dangerous surf.

October 28.—The island of Goza, near to Malta, capitulated to Capt. Ball, of the *Alexander*, to whom Lord Nelson had intrusted the blockade of Malta. See *GOZA*.

November 9.—*Minorca* surrendered to the British forces. See *MINORCA*.

December 21.—His Sicilian majesty embarked on board the *Vanguard*, 74, for Palermo, in Sicily, the republican army having taken possession of Naples. Previously to the French taking Naples, Capt. Pickstock, of the *Herald*, a Jersey letter of marque, mounting 10 guns and 28 men, beat off three French privateers, and in that night sunk a felucca of 20 men, which attempted to board him. Capt. Pickstock, for his meritorious conduct, received presents and honours at Naples from his Royal Highness Prince Augustus, Sir W. Hamilton, and other distinguished personages.

Four of his majesty's ships were this year lost in and near the Mediterranean: the *Hamadryad*, of 36 guns, Capt. T. Elphinstone, in the bay of Algiers; the *Lively*, of 32 guns, Capt. Morris, at Rota Point, near Cadiz; the *Aigle*, of 38 guns, Capt. C. Tyler, on the Barbary

Barbary coast ; and the Kingfisher, of 16 guns, Capt. C. H. Pierrepoint, on the bar of Lisbon. All the crews were saved.

1799, *February 6*.—The *Argo*, 44, Capt. J. Bowen, in cruising off the coast of Catalonia, in company with the *Leviathan*, 74, saw two large Spanish frigates at anchor near the south point of the *Bahia d'Alcude*. On perceiving the British ships, they cut their cables, and made sail to the N. N. E. ; chase was immediately given, but it blowing a strong gale, the *Leviathan* carried away her main topsail-yard, and was soon so much astern, as to be out of sight of the *Argo*. The Spaniards at the close of the day separated. Capt. Bowen, however, at midnight came alongside the *Santa Teresa*, of 42 guns, with 280 seamen and marines and 250 soldiers, which, on seeing the *Leviathan* coming up, surrendered after the first broadside.

February 22.—L'Espoir sloop, Capt. Sanders, being off the town of Morbello, came up with two Spanish zebecs, one of which, after a sharp contest of nearly two hours, was carried by boarding. She proved to be the *Africa*, of 14 guns, 4 swivels, 75 seamen, and 38 soldiers ; the enemy had 37 killed and wounded ; the English 4.

March 1.—The island of Corfu surrendered to the Russian and Turkish forces. The *Leander* was among the vessels captured in the harbour, and delivered up, by the Russian emperor, to the commander-in-chief in the Mediterranean, as a present to his Britannic Majesty.

The celebrated siege of Acre took place in the month of March. See EGYPT.

May 4.—Vice-Adm. Lord Keith, who had succeeded to the chief command in the Mediterranean, *vice* Earl St. Vincent, who had assumed that of the Channel fleet, was at anchor off Cadiz, with fifteen sail of the line, and discovered the French fleet, which had escaped the vigilance of Lord Bridport, at some distance to windward, steering in for land. Not discouraged by the enemy's superiority, his lordship weighed, and in vain offered them battle, which they assiduously declined. The French passed Cadiz, which port they might have put into, joined the Spanish fleet, and were chased to windward all that day and the following night, though the gale in the day had increased to a perfect storm. In the morning four sail only were seen, and they were pursued without effect. His lordship did not quit his station till the 9th, when, not seeing any thing more of the French ships, he imagined they had passed the Straits, and anchored in Gibraltar Bay. After this his lordship proceeded up the Mediterranean to cruise off Cape Delle Melle, whence he was ordered to repair to Minorca, to protect that island from the attack of the Spaniards collected at Majorca. During the absence of the British fleet, the French slipped out of Vado, and on the 17th joined the Spanish fleet, under Adm. Massaredo, at Carthage ; thence they sailed the first favourable wind, and, having passed the Straits of Gibraltar, anchored in the roads of Cadiz. Thither, upon the first intelligence, Lord Keith went in pursuit, but learned that they had sailed for Brest on July 21 ; his lordship continued to follow them, and had the mortification to arrive off Brest but a few hours after they had entered the port ; after this Lord Keith proceeded to England.

June 9.—The boats of the *Success* frigate, Lieuts. Facey, Stupart, and Davison, of the marines, gallantly cut out of La Seva, a small harbour about two leagues north of Cape Créaux, a Spanish polacre,

polacre, called the *Bella Aurora*, laden with cotton, silk, &c. mounting 10 carriage-guns with 113 men. She was carried by 42 brave men, though defended by a high boarding-netting, a small battery, and a large body of musketry on shore. Lieut. Stupart was badly wounded.

June 19.—The *Centaur*, 74, *Bellona*, 74, *Santa Theresa*, 42, and *Emerald*, 36, being the advanced squadron of Lord Keith's fleet, after a chase of some hours, captured a French squadron of three frigates and two armed brigs, under the command of a rear-admiral, bound from Jaffa to Toulon. On June 28, the *Earl St. Vincent* schooner privateer, of 18 guns and 40 men, Capt. Smith, about six leagues from Cape Spartel, was attacked by two French privateers and four Spanish gun-boats; after engaging them most gallantly for five hours, she bore away into Tangier Bay, and escaped. This month the French evacuated Naples, Lord Nelson broke the peace which Cardinal Ruffo had made with the French and Neapolitan rebels, and caused Prince Caraccioli, the chief of the revolutionary party, to be tried and hanged on board the *Minerva*. The castle of St. Elmo capitulated on July 12; Civita Vecchia, Cornatto, Tofa, and the Roman territory, were successively taken possession of, as well as Leghorn, on the 17th.

July 18.—The *Alcmene*, 32, Capt. H. Digby, towards evening, stood into the harbour Veiro, and, in spite of the fire of two Spanish batteries, boarded with his boats and brought off a large ship pierced for 32 guns, and a brig of 400 tons, both laden with naval stores.

August 9.—The *Speedy* (slp.), Capt. J. Brenton, with the *Defender* privateer, both of 14 guns, chased three Spanish armed vessels, which ran into a small bay five leagues to the eastward of Cape de Gatt, and moored within a boat's length of the beach. After engaging them for an hour and three quarters, under sail, Capt. Brenton effected an anchorage within pistol-shot of the central vessel; and, after a close action of three quarters of an hour, the Spaniards took to their boats, cut their cables, and let them drive on-shore; the British brought them all off, under a heavy fire of musketry. On October 4, Capt. Brenton again boarded and destroyed three or four Spanish merchant vessels, defended by a battery, in a bay near Cape Trafalgar.

December 21.—In the evening, the *Lady Nelson* cutter was observed, off Cabrita Point, surrounded and engaging several French privateers and gun-boats. Lord Keith immediately sent the boats of the *Queen Charlotte* and *Emerald* out, with hopes that she would be able to hold out till the guns of the ships could be brought to assist her. In the interim, she was taken possession of by two of the privateers; notwithstanding which, Lieut. Bainbridge, with 16 men, in the *Charlotte's* barge, after a warm conflict, recaptured her, taking 7 officers and 27 men prisoners.

In this month proposals were made by Gen. Kleber for the evacuation of Egypt. See EGYPT.

1800.—Early in this year Lord Keith, in the *Queen Charlotte*, 100, was cruising with the fleet off the harbour of Valetta, in Malta; and having received intelligence that a French squadron would attempt the relief of the island, he disposed his force in such a manner that the enemy could not escape him.

February 18.—At daylight, Rear-Adm. Lord Nelson, in the *Foudroyant*, 80, discovered the *Alexander*, 74, in chase of a line-of-battle

of-battle ship, three frigates, and a corvette. About eight she fired several shot at one of the enemy's frigates, which struck her colours; the *Alexander* continued the chase, leaving her to be taken possession of by the sternmost ships. At half-past one *p. m.* the enemy's frigate and corvette tacked; but the ship of the line, not being able to tack without coming to action with the *Alexander*, bore up. The *Success*, 32, Capt. Peard, being to leeward, with great judgment lay across his hawse, and raked him with several broadsides. At half-past four, the *Foudroyant* and *Nor-thumberland* coming up, the former fired two shot, when the enemy fired her broadside, and struck her colours. She proved to be *Le Généreux*, of 74 guns, bearing the flag of Rear-Adm. Perrée. She was one of the ships that escaped from Aboukir Bay on August 2, 1798, and had a number of troops on board from Toulon for the relief of Malta. Lieut. Harrington ably commanded the *Alexander* in this action, in the absence of Capt. J. A. Ball. The other ship was a large armed laden transport, bound to Malta.

March 14.—Adm. Lord Keith, by proclamation, announced to the Neutral Powers that Toulon, Marseilles, Nice, and the coast of Rio Levante, were in a state of blockade.

On March 17, Lord Keith ordered the *Queen Charlotte*, 100, Capt. A. Todd, to reconnoitre the island of Cabrera; but in the morning, at the distance of three or four leagues from Leghorn, she was discovered to be on fire. Every possible assistance was given from the shore, but many boats were prevented from going near by the frequent firing of the guns, which were shotted; the fire broke out a little before six, and at half-past ten she blew up, in spite of every exertion on the part of the officers and seamen. Capt. Todd and Lieut. Bainbridge remained on deck to the last moment, attentive only to saving the crew, without respecting their own safety. Of 840 persons, only 168 were saved. Capt. Todd, Lieuts. Bainbridge, Erskine, and Kolečken (the last, of the Russian navy), Capt. Bredon, of the marines, with other officers, four master's mates, 18 midshipmen, the surgeon, and three surgeon's mates, were among those who perished. Fortunately, Lord Keith, with several of his attendants, the chaplain, and a few officers, were on shore. His lordship, in consequence of the loss of the *Queen Charlotte*, hoisted his flag successively on board the *Audacious* and *Minotaur*, and proceeded to block up Genoa, where he continued to operate with the Austrian General Melas till the beginning of June, when the French evacuated the whole of the Genoese territory. During the blockade, the city and mole were frequently bombarded by the British flotilla; and in one of the attacks, Capt. P. Beaver, of the *Aurora*, most gallantly boarded and brought off, under a heavy fire, *La Prima*, a galley of 50 oars and 237 men, mounted with two brass 36-pounders, and she had 30 brass swivels in her hold.

March 21.—The *Peterel* (slp.), 16, Capt. F. W. Austen, stood into the bay of Marseilles, and, within six miles of the town, drove on shore a ship and xebec, and brought off a brig, though exposed within a cable's length at one time to two batteries. The brig taken was the *Ligurienne*, of 16 guns and 104 men. This vessel was fastened throughout with screw-bolts, by means of which she could be taken to pieces and set up again with facility.

March 30.—The *Penelope* frigate, Capt. H. Blackwood, standing

ing in, in the night, close to Valetta, in the island of Malta, to observe the enemy's motions, descried a French ship, of which immediate notice was given to Capt. M. Dixon, in the *Lion*, 64. A pursuit immediately commenced, the *Lion* being guided only by the sound of the *Penelope's* guns, and at day-break the former was within gun-shot of the chase. The *Penelope* was then within musket-shot, raking her; and her well-directed fire during the night had shot away the enemy's main and mizen topmasts and main-yard. The *Lion* now ran close alongside, and poured in a destructive broadside of three round shot from each gun; soon after which the enemy's jib-boom became entangled in the main and mizen shrouds of the *Lion*; but this being also shot away, Capt. Dixon maintained a position across her bow, to avoid being boarded, or receiving the full broadside of the enemy, either of which might have proved fatal. In fifty minutes after, the *Foudroyant*, 80, came up, and a furious action ensued, the *Lion* and *Penelope* assisting. The enemy struck in about an hour and a half, after being completely dismasted. She proved to be *Le Guillaume Tell*, of 86 guns and 1000 men, the flag-ship of Rear-Adm. Dépres, the only remaining ship of the French fleet in the action of August 1, 1798. This ship afterwards bore the name of the *Malta*.

April 6.—The boats of the *Mermad*, 32, Capt. R. D. Oliver, cut out six vessels, and destroyed three others, which had taken shelter under a fort near Cape Corsette. On the same day Rear-Adm. Duckworth, cruising with a small squadron off the Straits, captured part of a rich Spanish convoy, with two frigates out of three, which were escorting them. The frigates had 3000 quintals of quicksilver on board, bound to Lima, and were the *Carmen*, of 36 guns and 340 men, and the *Florentina*, of 36 guns and 314 men.

May 16.—The important fortress of Savona surrendered; the blockade of which had been intrusted to Capt. H. Downman, of the *Santa Dorothea*, assisted by the *Strombolo* bomb, and the *Camaleon* brig.

June.—In this month Rear-Adm. Sir R. Bickerton arrived in the Mediterranean, and was sent by Lord Keith to blockade the port of Cadiz. He immediately gave notice to the foreign consuls residing there, that the port of Cadiz continuing in a state of blockade, all unloaded neutral vessels might enter without being searched, but no loaded ships would be permitted to sail without a passport first obtained from the commander-in-chief in the Mediterranean.

August 24.—The French frigates *La Justice* and *La Diane* slipped out of the harbour of Valetta, in hopes to escape the vigilance of the British cruisers employed at the blockade of Malta; they were however pursued, and *La Diane*, of 42 guns and 114 men, was taken; *La Justice* escaped, the only vessel which, of the fleet at Aboukir, had not been taken or destroyed.

In the night of August 26, Lieut. Yeo, in the boats of *El Corso* and the *Pigmy* cutter, with great judgment and courage, entered the port of Cesenatico, and destroyed thirteen vessels, five of which were sunk, and both piers entirely consumed.

September 3.—Capt. T. Louis, of the *Minotaur*, 74, despatched the boats of that ship, with those of the *Niger* frigate, to cut out two Spanish corvettes, lying in Barcelona Roads, and suspected to be laden with stores, &c. for the relief of Malta. About eight o'clock the boats put off from the ship, under the command of

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Capt. Hillyar, of the *Niger*, and Lieut. Schomberg, of the *Minotaur*. A Swedish vessel at that time standing into the road, Capt. Hillyar took the advantage of this circumstance to put a number of his people on board, and take the boats in tow; in consequence of which they came alongside the corvette about nine o'clock, before the enemy could suspect their danger. The alarm was no sooner given, than a heavy fire commenced from four strong batteries, ten gun-boats, &c. At ten the corvettes were carried and brought off. They proved to be *El Esmeralda* and *La Paz*, each of 22 brass guns, and about 400 tons, laden with stores, &c. for Batavia. The capture of these vessels, under cover of a neutral flag, became a subject of much discussion between the courts of Spain and London, with the other northern states and Great Britain. The Prussian court afterwards acted as arbitrator between Spain and Sweden, and the affair terminated without any eruption.

September 5.—After a blockade of two years, the whole island of Malta surrendered. The blockading squadron was commanded till the autumn by Capt. A. J. Ball, when his services were required on shore, and Capt. G. Martin succeeded him. In the harbour of Valetta were taken *L'Ateniene* and *Le Dego*, two Maltese ships, of 64 guns each, a Maltese frigate, two merchant ships, one brig, one xebec, two small vessels, and five or six gun-boats. See MALTA.

On September 13, Lord Keith arrived with the fleet at Gibraltar, accompanied by several transports, having on board above 10,000 troops, under Gen. Sir Ralph Abercromby. Other transports, with troops, soon after joined the former, under Sir J. Pulteney, forming an army of between 18,000 and 20,000 men. On October 3, they sailed through the Strait, and on the following day entering the Bay of Cadiz, anchored between it and St. Petri. An arrangement was immediately made for attacking the town of Cadiz, and the ports in its vicinity; but a violent epidemic disease at that time prevailing in Cadiz, the governor, by a flag of truce, represented the miserable state of the inhabitants to the admiral and general, who were induced, not only from motives of humanity, but from a fear that the contagion might spread among the troops, and frustrate the object of the expedition, to relinquish their design; the fleet therefore returned to Gibraltar.

September 28.—The boats of the *Phaëton* frigate, directed by Lieut. F. Beaufort, carried and brought out, from under the fortress at Fangerolla, near Malaga, the *San Josef* armed ship, of 14 guns, with 71 men.

During this month, Leghorn, and the whole of Tuscany, again fell under the dominion of France.

November 23.—The crew of the Albanaise bomb-vessel rose upon Capt. Newcombe in the night, secured the officers, and carried the vessel into Malaga.

December 9.—The *Sir Thomas Pasley* armed brig, of 16 guns, Lieut. Nevin, was captured, after a gallant resistance, and carried into Algesiras, by a Spanish gun-vessel of superior force. Mr. Nevin and the master were badly wounded.

1801, January 4.—The merchants of Trieste presented Capt. W. Ricketts, of *El Corso*, with a handsome letter and a valuable diamond ring, in gratitude for his services in the Adriatic Sea.

On February 19, the *Phœbe*, 36, Capt. R. Barlow, at about four in the afternoon, discovered an enemy's ship under Ceuta, steering
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with crowded sail to the eastward; at half-past seven he brought her to close action within pistol-shot; and after an action of unrelenting fury for two hours, she struck. At this time the enemy's ship was almost a wreck, with five feet water in her hold, and her decks encumbered with dead—such was her determined opposition. The prize proved to be *L'Africaine*, of 44 guns and 715 men, 400 of whom were troops and artificers. She bore the broad pendant of Saunier, chef de division, who, with most of the principal officers, and 200 men, were slain in the action: her captain, M. Majendie, with 145 men, were wounded. The *Phoebe* had one seaman killed; Mr. Holland, the first lieutenant, Mr. Griffiths, master, and 10 seamen, wounded. The *Africaine* had six brass field-pieces on board, several thousand stand of arms, implements of agriculture, &c.; her destination, therefore, was supposed to be for Egypt. His majesty was afterwards pleased to confer on Capt. Barlow the honour of knighthood.

March 4.—Rear-Adm. Sir J. B. Warren, in the *Renown*, 74, sailed with a squadron from Port Mahon, in quest of the French Adm. Gantheaume, who he understood was on the point of sailing from Toulon. On the 25th the admiral was joined by the *Salamine* brig, whose commander informed him that the French fleet had left Toulon on the 19th, and had steered towards Egypt. On the following morning, Sir John discovered the enemy about ten leagues to the east of Sardinia; but the unsteadiness of the wind, with frequent calms, prevented his coming up with them. There being little doubt that the enemy's destination was Egypt, the rear-admiral proceeded for that coast, and on the 20th of April joined Lord Keith off Alexandria.

May 5.—The *Speedy* brig, of 14 guns and 54 men, Capt. Lord Cochrane, being off Barcelona, fell in with, and engaged a Spanish xebec frigate. Seeing the great disparity of force, Lord Cochrane resolved to decide the contest by boarding, which, in a most intrepid and gallant manner, he successfully performed at the head of his whole crew. The prize proved to be the *Gamo*, of 32 guns, manned with 319 men, commanded by Don Francisco de Torris, who, with 14 of his men, were killed, and 41 wounded. This may be reckoned among the most brilliant actions during the war. The *Speedy* had 3 k. and 8 w. including Lieut. Parker.

On May 26, Capt. T. Rogers, of the *Mercury*, 28, understanding that his majesty's late sloop *Bulldog* lay in the mole at Ancona, ready for sea, and laden with supplies for the French army in Egypt, proceeded to that port, anchored off the mole at dusk in the evening, and finding, from the strength of the fortifications, that the only attack practicable was by boarding, ordered out the boats, under the command of Lieut. Mather, who, at about half-past ten, rowed off from the ship, and carried the *Bulldog* about midnight, towing her off amidst a heavy fire of cannon and musquetry from the mole. In less than an hour the ship was without reach of the batteries, when it fell calm, and the current driving her in toward shore, it was found necessary to abandon her, as several gun and other boats were rapidly coming up, and the English had to prevent the enemy from rising below. After being three hours in the possession of the British, they had the mortification to see the enemy tow her back to the mole.

June 9.—The *Kangaroo* sloop, Capt. G. C. Pulling, with the *Speedy* brig, Capt. Lord Cochrane, gallantly attacked a Spanish
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convoy of twelve ships, anchored under the protection of a strong battery, in the bay of Oropeo. They commenced a spirited fire, which was warmly returned till two in the afternoon, when, encouraged by a felucca of 12 guns, and two gun-boats, that came up, the action recommenced with fresh vigour on the part of the enemy. Before four, the xebec and two of the gun-boats sunk. The battery, with the remaining gun-boats, assisted by three in the offing, continued to annoy the brigs till about half-past six, when the fire of the whole slackened. The Kangaroo then cut her cables, and ran nearer to the tower, upon which the gun-boats in the offing fled, and by seven the battery was silenced. The boats were employed till midnight in cutting out such vessels as were afloat; these were only three brigs, laden with wine, rice, and bread: the rest were either sunk or driven on shore. This gallant exploit was accomplished with the loss only of Mr. T. Taylor, midshipman, of the Kangaroo, killed; Lieuts. Foulerton and Thompson, with 8 men, wounded.

In the month of June, the *Speedy* (bg.), 14, Lord Cochrane, with his gallant crew, were taken by a French squadron.

On June 19, Capt. B. Hallowell, in the *Swiftsure*, 74, having received intelligence that four French ships of the line, and a frigate, had anchored on the coast near Durasso, with an intention to throw a reinforcement into Alexandria, thought it his duty to proceed to join Rear-Adm. Sir J. B. Warren, at Malta, and leave a convoy he had under escort to follow without him. At half-past five on the morning of the 24th, the fleet in question was discovered, and Capt. Hallowell made sail from them. The enemy directly pursued, and by two in the afternoon, from superiority of sailing, two ships of the line and a frigate came within gun-shot. At half-past three, in spite of the manœuvring of Capt. Hallowell, the *Indivisible*, of 80 guns, bearing the flag of Rear-Adm. Gantheaume, and the *Dix Août*, of 74, in close order, opened their fire, which was instantly returned, and a spirited action ensued. The action was gallantly maintained till thirty-seven minutes past four, when the *Jean Bart*, and *Constitution*, of 74 guns, being within gun-shot, and the *Swiftsure* a perfect wreck, Capt. Hallowell, to save the lives of his brave crew, was compelled to strike: the *Swiftsure* had but 2 men killed; Lieut. Davis and 7 men wounded. Capt. Hallowell spoke highly in a public letter of the handsome treatment received from Vice-Adm. Gantheaume; and in the French account the gallantry of the *Swiftsure* was correctly admitted.

June 23.—The boats of the *Mercury*, 28, and *El Corso* (slp.), commanded by Lieut. Mather, boarded and brought off, in a most gallant manner, a pirate, called *Le Tigre*, of 8 guns and 60 men, which had taken shelter among the rocks in the *Tremiti Islands*, in the Adriatic, and committed great depredations.

July 5.—Rear-Adm. Sir James Saumarez, bart. while cruising off Cadiz, received intelligence that three French ships of the line, and a frigate, had been seen from Gibraltar, and had anchored off Algeiras. It was the admiral's intention to attack the enemy at anchor, if possible; and for this purpose he imparted the proper instructions to the captains of his squadron. On the morning of the 6th, the squadron opened *Cabrita Point*, and soon after discovered the enemy's ships, warping close under the batteries. At half-past eight the French ships opened their fire on the *Venerable*, 74, which was gallantly led in by her captain, Samuel Hood; but the wind failing,

failing, obliged him to anchor. The *Pompée*, 80, C. Stirling, soon after brought up in her allotted station, and commenced a most tremendous fire on the French admiral, in which she was soon supported by the *Cæsar*, 80 (flag-ship), and *Audacious*, 74, Sir R. Barlow; the *Spencer*, 74, H. D'E. Darby, and *Hannibal*, 74, S. Ferris, were becalmed, and anchored on the outside of the ships engaged; but a breeze springing up, the *Hannibal* got under sail, and Capt. S. Ferris had formed the daring resolution of passing between the enemy's ships and the batteries, when unfortunately, before he could effect this bold design, the ship grounded close under one of the batteries, nor could she be gotten off. In this situation, exposed not only to the fire of the enemy's batteries, but ships and gun-boats, Capt. Ferris, for the preservation of the remainder of his brave crew, ordered the colours to be struck. During the action the enemy's ships continued to warp near shore, by which they had considerably increased their distance. Sir James Saumarez, determined to use every effort in his power to destroy or bring off the enemy, ordered the cables to be cut, with a view to stand close in; but the fluctuation of the wind, and a strong current, counteracted all his intentions; and after a severe conflict of five hours, he was compelled to draw his ships off, and return to Gibraltar Bay. The loss of the English was extremely heavy, having 121 k. 240 w. and 14 missing; the enemy's account was 306 k. and 184 w. Five Spanish boats were sunk in the action, and two damaged. The French landed a strong detachment of troops to man the batteries, fearful that their brave allies, the Spaniards, would not stand to their guns. The Hon. Capt. Dundas, of the polacre *Calpe*, with two gun-vessels, and some boats from the transports, came out from Gibraltar, and rendered much assistance to the squadron. Sir James Saumarez afterwards signified to the squadron his high approbation of its conduct. On the 7th, Capt. Brenton was sent with a flag of truce to Algeiras Bay, to effect the exchange of Capt. Ferris, his officers, and crew. Monsieur Linois, the French admiral, permitted them to depart on their parole; and at the same time the liberation of Capt. Lord Cochrane, and the officers of the *Speedy*, was obtained. The greatest exertions were immediately made to get the squadron in readiness for sea. The *Cæsar* and *Pompée*, whose lower masts were much disabled, were warped into the Mole. The *Thames* and *Superb*, which had been left off Cadiz to watch the Spanish fleet, were observed on the 8th, standing into Gibraltar Bay, with the signal flying of an enemy being in sight. Shortly after a Spanish squadron, consisting of five sail of the line, and three frigates, stood in, and anchored off Algeiras; on the next day they were joined by a French ship of the line, carrying a broad pendant. The seamen now were indefatigable in their exertions, night and day, to get the ships ready for sea. On the 12th, a message from Gen. O'Hara announced that he had heard the enemy intended to put to sea that evening. Sir James gave notice of this to his squadron, and at noon the enemy were seen under sail, with a strong easterly wind. To the credit of the officers and seamen, all the fleet was under weigh before four *p. m.* except the *Pompée*, which had not time to take in her masts, many of whose men, rather than be inactive, went on board the other ships. It was late in the evening before the enemy's ships could clear Cabrita Point; at eight, the English admiral stood after them, and directed the *Superb*, 74, Capt. R. G. Keats, whose station was ahead of the *Cæsar*, to attack

the sternmost ship of the enemy, and endeavour to cut them off from the shore; at eleven at night the *Superb* came close abreast of a Spanish three-decker, and opened a dreadful fire, which had a powerful effect; and the shot passing over that ship, struck two others in a line abreast of her; these, by mistake, commenced firing on each other; in a quarter of an hour, Capt. Keats, seeing his antagonist was on fire, proceeded to the next ahead; in the mean time the *Cæsar* coming up, observed the enemy's ship in flames; shortly after which the latter ran on board of another ship to leeward, to which the fire communicated, and they were both seen in a blaze. From the situation of the two squadrons at the time, and the wind blowing very hard, not the least assistance could be given to the miserable people; in about half-an-hour after the *Cæsar* had passed them, the ships on fire, the *Real Carlos* and *Hermenegildo*, of 112 guns each, blew up, and 2600 people perished. The *Superb*, after a short but warm contest, took the *San Antonio*, of 74 guns and 730 men. The pursuit was continued all night; at day-break the *Venerable* was nearly up with the French ship *Formidable*, which stood towards the coast. Capt. Hood soon after brought her to action, and after a well-maintained contest, he had nearly silenced his opponent, when his mainmast being shot away, the ship struck upon a shoal, and the remaining masts were cut away to save the ship. The *Cæsar*, *Spencer*, and *Thames*, were becalmed, and the enemy during the action, fortunately for them, having a light breeze, escaped into Cadiz. The *Venerable* had 18 men k. including Mr. J. Williams, the master, and 87 w.; the *Superb*, Lieut. Walker and 14 w. Sir James having only three effective ships to oppose to eight of the enemy, discontinued the pursuit, and repaired to Gibraltar with the disabled ships, leaving the *Spencer*, *Audacious*, and *Thames*, to watch the combined force which had entered Cadiz. The rear-admiral took the first opportunity of expressing his thanks to the officers and men for their discipline and valour, opposed as they had been to a force treble their own in number of guns and weight of metal. Lieut. Dumaresq was immediately despatched with the news to England, and was promoted to the rank of commander. His majesty was pleased shortly after to honour Sir J. Saumarez with the Order of the Bath. See ALGESTRAS.

July 21.—The *Sir Thomas Pasley* brig, Lieut. W. Wooldridge, in returning from Minorca, fell in with a Spanish xebec, of 22 guns, which, after a close action of an hour and a quarter, was silenced; but notwithstanding every exertion on the part of the British, the weather being nearly calm, the enemy took to their sweeps, and made off.

August 3.—A squadron of frigates, under Capt. Halsted, of the *Phoenix*, 36, in cruising off the Isle of Elba, fell in with a large French frigate, escorting some small vessels, laden with ammunition and stores for their army on that island. After a brisk action of ten minutes, the frigate struck, and proved to be *La Carrière*, of 44 guns and 356 men. The *Pomone* had 2 killed; Lieut. Douglas, of the marines, lost his leg, and died soon after, with 3 men wounded. The same squadron, early in the morning of September 2, discovered and chased two French frigates, steering towards Leghorn. On the pursuit of the squadron, one of them was observed to have run on shore off Vada, and struck her colours without resistance. When taken possession of, she proved to be the *Success*, 32, formerly in the British service; she was gotten off

off with very little damage. Capt. Cockburn, in the *Minerve*, 44, pursued the other, and before she could get into Leghorn Roads, he was well up with her; but the enemy, after missing stays, and attempting to wear, got on shore, under the Santegnano battery, to the southward of Leghorn, where her masts soon went by the board, and the ship was totally lost; she had struck her colours without resistance. She proved to be *La Bravoure*, of 46 guns and 283 men, M. Dordelin commander, who, with several of his officers, were made prisoners by the *Minerve's* boats.

August 15.—The *Champion*, 24, Lord Wm. Stuart, gallantly cut out, from under the batteries of Gallipoli, his majesty's late sloop *Bulldog*, under a heavy fire from the ship and fort.

In September the French army capitulated in Egypt. See EGYPT.

October 26.—The Pasley armed brig, Lieut. Wooldridge, fell in with, off Cape de Gatt, and with great spirit carried by boarding, the Spanish polacre *El Virgine del Rosario*, pierced for 20, but mounting only 10 guns and 94 men. The enemy had the first and second captains, 1 lieutenant, and 18 men, killed, and 19 wounded; in the Pasley, the gunner and 2 men were killed, Lieut. Wooldridge, the master, the master's mate, and 5 seamen, wounded. Lieut. Wooldridge soon after this action was promoted to the rank of commander.

1803, June 14.—Capt. R. H. Mowbray, of the *Maidstone*, 32, captured the French national brig *L'Arab*, of 8 guns and 58 men.

July 9.—The *Narcissus*, 36, R. Donnelly, after a chase of twenty-two hours, captured *L'Alcion* French national brig, of 16 guns and 96 men.

September 8.—The *Juno*, 32, H. Richardson, captured the French bombarde privateer *Les Quatre Fila*, of 4 guns and 78 men.

September 10.—The *Bittern* sloop, 16, R. Corbet, captured *La Caille* French privateer schooner, of 6 guns, but pierced for 14, and 60 men.

October 16.—The *Mosgiana*, 16, R. Raynsford, having chased a lateen-rigged vessel, caused her to anchor near Cape Spartevanto, upon which Lieut. Lawrence, with the boats' crews, boarded and carried her under a smart fire of grape shot and musketry. She proved to be *La Marguerite* French privateer, of 4 guns and 40 men. One of the boats' crew was wounded, who soon died.

November 16.—The squadron under Lord Nelson captured *Le Renard* French national schooner, of 12 guns, 6 swivels, and 30 men; also *Le Titus* transport, with 96 soldiers.

December 8.—The *Medusa*, 38, J. Gore, captured *L'Esperance* French felucca privateer, of 4 guns and 70 men, and drove on shore and destroyed near Cabrita Point, *Le Sorcla*, another privateer of the same description.

1804, April 28.—Capt. R. Corbet, of the *Bittern* (slp.), 18, captured *L'Hirondelle* French cutter privateer, of 14 guns, and recaptured two English merchantmen. The conduct of Capt. Corbet, the officers, and company of the *Bittern*, was entitled to great praise for their perseverance and exertions in the capture of the above privateer, having chased her thirty-six hours, with sweeps, in a perfect calm.

July 10.—The boats of the *Narcissus*, 36, Capt. Donnelly; *Seahorse*, 38, and *Maidstone*, 32, commanded by Lieuts. Hyde Parker, Lumley, and Moore, the whole under the orders of Lieut. John Thompson, of the *Narcissus*, attacked about a dozen of the enemy's vessels.

vessels at La Vandour, in the Bay of Hieres. The attack commenced at midnight, under a tremendous fire of great guns and musketry; notwithstanding which, this gallant little band boarded and set fire to most of the enemy's vessels, who were fully prepared, and had taken every precaution to secure them, they being moored head and stern with their bars on the beach, and completely propped together under water. One was however towed out, in spite of their heavy and incessant fire. The loss was severe—4 k. and 18 w.

1805, February 4.—The Arrow sloop, of twenty-eight 32-pounder carronades and 125 men, Capt. R. B. Vincent, and the Acheron bomb, of eight carronades, two bombs, and 67 men, A. Farquhar, having charge of convoy from Malta, bound to England, were captured by the French frigates Hortense, of 48 guns and 340 men, and Incorruptible, of 42 guns and 320 men, off Cape Caxine. The noble defence made by this sloop and bomb-vessel, enabled thirty-one out of thirty-four merchantmen to escape. At a quarter past four *a. m.* the Hortense, after hailing, opened a fire of round and grape on the Acheron, which she returned with her starboard guns, then tacked and discharged her opposite ones. The Arrow, who had in the mean time bore up, raked the Hortense. Daylight shewed to the British the force with which they had to contend. The Arrow made signals to the convoy, and hauled the wind, followed in close order by the Acheron. About five minutes after seven, being abreast of the Arrow, and within half-musket shot distance, the Incorruptible opened her broadside, and received that of the Arrow in return. In a few minutes more this frigate arrived up with, and began engaging the Acheron; and the Hortense having closed with the Arrow, the action then became general. From being exposed to the fire of both frigates, the Arrow became unmanageable, and in this state was warmly engaged with the Incorruptible. At length, having four of her guns dismounted, her rudder machinery disabled, her lower masts and yards badly wounded, several shot between wind and water, 13 of her crew killed, and 27 wounded, the colours were hauled down, after being engaged more than an hour. In twenty minutes after, the Acheron, who, on the Arrow's surrender, had made all sail to the southward, having also been much disabled in masts, sails, and rigging, struck her colours to the Hortense. Scarcely had the surviving crew been removed from the Arrow, than she sank; and the shattered state of the Acheron induced the captors to set her on fire. The French frigates had each about 300 troops, exclusive of their crews.

May 8.—Capt. C. Boyle, of the Seahorse, 38, having observed a Spanish convoy go into the anchorage of St. Pedro, to the eastward of Cape de Gatt, where they were protected by a fort, two armed schooners, and three gun and mortar launches, determined to attempt their destruction. The vessel of greatest consequence to get out was an ordnance brig, laden with 1170 quintals of powder, and various other stores for the gun-boats on the coast, which was effected by Lieut. Downie, in a six-oared cutter, assisted by Mr. T. Napper, midshipman, in a four-oared boat. The Seahorse during the time kept up a well-directed fire on the fort, gun-vessels, and convoy, and having sunk one of the gun-launches, and damaged and sunk several others of the convoy, night coming on, with light winds, the main-top gallant masts, sails, braces, and bowlines,

bowlines, shot away by the fire of the gun-launches, she hauled off: she had 1 killed.

October 21.—A great victory was obtained by the British fleet under Lord Nelson, over the combined French and Spanish fleets off Cape Trafalgar. See TRAFALGAR, Battle off.

1806, *February 27.*—Capt. G. Mundy, of the *Hydra*, 38, in chasing four frigates and a brig that had escaped from Cadiz, succeeded in cutting off and capturing the brig, after firing one broadside at the *Hydra*. She proved to be *Le Furet* French national brig, mounting 18, but pierced for 20 guns.

March 12.—The *Thunderer*, 74, acting lieutenant J. Stockham, captured the Spanish schooner privateer *Santo Christo del Paldo*, of 14 guns and 67 men.

April 4.—The *Renommée*, 38, T. Livingstone, captured, from under Fort Callertes, the Spanish national brig *Vigilante*, of 18 guns and 109 men, 1 of whom was killed and 3 wounded. The mainmast went overboard soon after she was taken possession of, and the foremast was severely wounded. The *Renommée* had 2 men wounded.

April 17.—The *Sirius*, 86, Capt. Prowse, had an encounter with a formidable flotilla off the Tiber, consisting of one ship, of 18 guns and 189 men; one brig, of 20 guns and 180 men; two brigs (*corvettes*), of 12 guns each, and five heavy gun-vessels; on closing with them just after sunset, they formed in compact order of battle. At seven a vigorous firing commenced from both sides, and continued at close quarters for two hours, when the commodore in the ship hailed, "he had surrendered." His gallant and determined resistance, together with the dangers of the shore, and the crippled condition of the *Sirius* (the smoothness of the water admitting the enemy to use their guns with the greatest effect), prevented the remainder of the flotilla being pursued. The captured ship proved *La Bergere*, of 18 guns and 189 men. Capt. Prowse lost his nephew, the only officer, in this severe contest, besides 8 men k. and 17 w.

April 19.—The boats of the *Pompée*, under Lieut. Beaucroft, brought out a merchant vessel from Scalvitra, although protected by a heavy fire of musketry.

April 21.—Rear-Adm. Sir W. S. Smith, according to orders from Vice-Adm. Collingwood, assumed the command of the squadron off Palermo, composed of the following ships: *Pompée*, 80, his flag-ship, Capt. R. Dacres; *Excellent*, 74, F. Sotheron; *Athenienne*, 64, J. Giffard; *Intrepid*, 64, Hon. R. Wodehouse; *Eagle*, 74, Charles Rowley; *Juno*, 32, H. Richardson. The French, then in possession of Naples, were besieging the strong fortress of Gaeta, which had a long time been preserved by the intrepidity and example of the Prince of Hesse, the governor. After throwing into this fortress necessary supplies, and confiding to Capt. Richardson the execution of the naval part of sorties to be made, in co-operation with a part of the garrison, against the enemy, Sir S. Smith proceeded off Naples, in order to draw off some of the attacking force to its defence, in which he succeeded. The city was at the time illuminated, on Joseph Buonaparte's proclaiming himself king of the two Sicilies. Sir Sidney then proceeded to dislodge the French from the island of Capri, which, from its situation, protecting the coasting communication southward, was a great object for the enemy to keep, and consequently

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one to be wrested from him. Capt. Rowley, of the *Eagle*, was directed to cover the landing of marines and boats' crews. That brave officer placed his ship judiciously; nor did he open his fire till she was secured, and his distance marked, by the effect of musketry on his quarter-deck, where the first lieutenant, James Crawley, fell wounded, and a seaman was killed. An hour's firing, from both decks of the *Eagle*, with that of two Neapolitan mortar-boats, under an active officer, Lieut. Rivera, drove the enemy from the vineyards within their walls. The marines were landed, and gallantly led by Capt. Bunce; the seamen, in like manner, under Lieut. Morrell, of the *Eagle*, and Lieut. Redding, of the *Pompée*, mounted the steps, for such was their road nearest to the narrow pass, by which alone they could ascend. Lieut. Carrol had thus an opportunity of particularly distinguishing himself. Capt. Stannus, commanding the Athenienne's marines, gallantly pressing forward, gained the heights, and the French commandant fell by his hand. A capitulation followed, and the garrison allowed to march out, and pass over to Naples, with every honour of war, after the interment of their brave commander with due respect. The projected sorties from Gaeta took place on May 13 and 15, in the morning, in a manner to reflect the highest credit on the part of the garrison and naval force employed. The covering fire from the fleet was judiciously directed by Capt. Richardson and Vicugna. Two batteries were taken, and the guns spiked, with very little loss. The killed in taking Capri, and in the sorties of Gaeta, were 6 men.

April 23.—Sir S. Smith obtaining intelligence that the enemy had two 36-pounders in a small vessel on the beach at Scalea, sent the *Pompée's* boats in for them; but the French troops were too well posted in the houses of the town for them to succeed, without the cover of the *Pompée*, which accordingly stood in. A message was sent to the inhabitants to withdraw, which being done, a few of the *Pompée's* lower-deck guns cleared the town and neighbouring hills, while the launch, commanded by Lieut. Mouraylian, drove the French from the guns, and took possession of them and the castle, the former of which, through extreme exertion, were conveyed to the *Pompée*, with twenty-two barrels of powder.

April 28.—The *Hydra*, 38, G. Mundy, after a chase of 230 miles, in latitude 34 deg. 9 min. N. and longitude 9 deg. 29 min. W. captured the Spanish national schooner *Argonauta*, pierced for 12 guns, but having only 4 on board, with 20 men, destined for Buenos Ayres with despatches.

May 2.—Capt. J. Hillyar, of the *Niger*, captured the Spanish national schooner *El Virgin del Carmen*, from Algesiras, bound to La Guira with despatches. She was pierced for 12 guns, but had only 4 swivels on board, with small arms, and 21 men.

May 4.—The boats of the *Renommée*, 38, Capt. Sir T. Livingstone, and *Nautilus*, 18, under the direction of Lieut. Sir W. Parker, of the former vessel, gallantly boarded, carried, and brought out, from under the fire of the guns of the town and tower of Vieja, and also that of more than 100 musketeers, the Spanish national schooner *Giganta*, of 9 guns and 33 men: 7 men were wounded.

June 5.—The boats of the *Apollo*, 38, E. Fellowes, succeeded in bringing out, from under the batteries where she had run on shore,

shore, a French brig, laden with six brass 24-pounder guns, with their carriages and shot.

July 4.—A great victory was obtained over the French near Maida, in Italy, by the army under Major-Gen. Stewart. See MAIDA.

July 30.—The town and citadel of Cotrone, in Calabria, surrendered to the British sea and land forces under the command of Capt. W. Hoste, of the *Amphion*, 32, and Lieut.-Col. M'Leod. The French were thus driven out of Upper and Lower Calabria, which was the brilliant result of the expedition undertaken by the army under the command of Gen. Stewart.

October 21.—Lieut. Sir W. Parker, bart., with the four cutters under his command, of the *Renommée*, 38, Capt. Sir T. Livingstone, bart. gallantly entered the port of Colon, in the island of Majorca, and notwithstanding the fire from the vessels in the harbour, and that from the tower of Falconara, boarded and captured one tartan, of 4 guns, and two settees, one of them mounting 3 guns, Spaniards, deeply laden with grain. The tartan got on shore, was set fire to, and blew up.

October 22.—Lieut. Sir W. Parker, with three cutters, brought off, from under the fire of the tower of Falconara, a Spanish settee, of 2 guns. In performing this service, the boats were much annoyed by musketry from behind the bushes, which wounded one man. To put a stop to this, Sir William landed, with a few marines and seamen, and having killed one Spaniard, and driven the rest off, rejoined the ship without any other loss.

October 25.—A convoy having appeared in the Strait of Gibraltar, Rear-Adm. Purvis sent out the ships and gun-boats which were there; one of the latter, the *Hannah*, commanded by Lieut. Foote, of the *Queen*, in attempting to rescue a vessel which was taken, unfortunately found the one which had her in tow so superior, that after a desperate contest, having lost, in killed and wounded, a great part of his boat's crew, he was obliged to surrender, and the gun-boat was taken. The Spanish privateer had 4 guns and 70 men. The *Hannah* had 5 killed, 2 drowned, and 11 wounded, one of whom died afterwards. Lieut. Foote was also wounded.

December 13.—Capt. Pearse, of the *Halcyon* (slp.), 16, fell in with a ship, a brig, and xebec, of the enemy's cruisers, off Cape St. Martin's; and after an action highly creditable to him and his ship's company, against so superior a force, succeeded in capturing the Spanish ship the *Neptuno dios de los Mares*, of 14 guns and 72 men, the brig and xebec making their escape after their fire was silenced. The brig had 14 guns and 78 men, the xebec 12 guns and 65 men.

1807, *February 19.*—Sir J. Duckworth and squadron passed the Dardanelles for Constantinople. See CONSTANTINOPLE.

March 1.—The boats of the *Glatton*, 50, T. Secombe, under the orders of Lieut. E. Watson, covered by the *Hirondelle* brig, 16, surprised and captured, in the port of Sigri, a Turkish ship, of 10 guns (formerly a French corvette, of 16 guns). Lieut. Watson and 4 marines were killed, and 4 seamen and 5 marines were wounded.

March 20.—Alexandria, in Egypt, surrendered to the British arms. See EGYPT.

March 27.—The *Scout* (slp.), 18, W. Raitt, drove on shore, near

near Cape Plata, in the Strait of Gibraltar, the Spanish felucca privateer Admiral of Tariffa, of 10 guns and 100 men. She was one of the largest privateers on the station.

May 21.—The boats of the Scout (slp.), and Morgiana, under the directions of Lieuts. Sutherland and Battersby, came up with, near Cape Trafalgar, and carried, under a heavy fire, the San Francisco Settaro, alias Determinado, Spanish privateer, of 3 guns, swivels, and 29 men. The boats had 1 k. and 1 w.

August 7.—Three armed polaccas having been chased into the harbour of Begu, on the coast of Catalonia, by the Hydra, 33, Capt. G. Mundy, the captain ordered a party of fifty seamen and marines, under the command of the second lieutenant, Mr. Drury, to land and attack a battery which protected them; but notwithstanding a heavy fire from the Hydra, to cover the boats and to draw the particular attention of the battery, the detachments were soon exposed to a cross discharge of langrage from the shipping and battery, as well as musketry from the rocks. Thus were this gallant handful of men opposed to more than three times their force for two hours, in a fort containing four 26-pounders, strongly defended by nature and art; yet they undauntedly advanced, drove the enemy from the battery, possessed themselves of the vessels, and deliberately laying out hawsers to the very rocks from which the enemy were galling them with a fire of musketry, and in the teeth of a fresh breeze, succeeded in warping them out. The judgment and determined bravery of Lieuts. Drury, Hayes, and Pengelly, the two latter belonging to the marines, were highly conspicuous on this occasion. Only 1 seaman was killed, and 6 wounded. The vessels captured were the Prince Eugene, 16 guns, 130 men; La Belle Caroline, 10 guns, 40 men; Il Carmen de Rosario, 4 guns, 20 men.

October 25.—Capt. G. M. Honey, of the Herald sloop, 18, observing an armed trabaccolo under the fortress of Otranto, sent Lieut. W. Foreman with the boats to bring her out, which was gallantly executed under a heavy fire from the shore and the vessel; she proved to be the Caesar French privateer, of 4 guns, bound with supplies to Corfu.

November 6.—Capt. P. L. Rosenhagen, of the Volage, 22, captured the French national cutter Success, of 10 guns and 59 men.

November 20.—The hired brig Ann, of 12 guns, Lieut. J. M'Kenzie commander, met with and captured the Spanish lugger privateer Vansigo, of 7 guns and 45 men; and on the 24th, with the prize in company, he fell in with ten of the enemy's gun-boats, in the strait of Gibraltar. At ten *a. m.* the headmost fired a shot, and hoisted a red flag. At a quarter past ten the three headmost closed, and commenced action. At half-past ten, seven more closing, the lugger struck, having had three men killed. At eleven one of the enemy's gun-boats was dismasted, and two more having struck, the lieutenant continued the action, but did not think it prudent to take possession, having on board forty prisoners, and charged with despatches (the Ann's complement being only thirty-nine, nine of which were on board the lugger). At ten minutes past eleven the lieutenant got the vessel round, by the assistance of the sweeps, and opened his fire on five who had taken possession of the lugger, and were again closing on his starboard quarter, with an intention to board; but receiving a most ample discharge of round and grape, at one o'clock *p. m.* they swept out of gun-shot with the prize.

prize. What is extraordinary, although six of the largest were within pistol-shot nearly one hour and a half, not a man was hurt.

November 29.—The *Glatton*, 50, T. Seccombe, fell in with some small vessels, carrying troops from Otranto to Corfu, and took the soldiers, 300 in number, from nine of them, and destroyed the vessels; two escaped, and got back to Otranto.

December 11.—The *Grasshopper*, 18, T. Searle, off Cape Palos, was attacked by the Spanish national brig *San Josef*, of twelve 24-pounders and 99 men; the *Medusa* settee, of 10 guns and 77 men; and *Aigle* settee, of 8 guns and 50 men. The *Grasshopper* brought the brig to close action, which she sustained about fifteen minutes, then struck her colours, and ran on shore; upon which the British sloop anchored, and with great exertions succeeded in getting her off. The two settees bore up, and made all sail, the moment the brig struck. Two men were wounded. A number of the enemy jumped overboard.

1808, *March 18.*—The *Unité*, 40, P. Campbell, captured, off the island of Lissa, the French national xebec *Etoile de Buonaparte*, of 6 guns and 21 men, charged with despatches from Corfu to Ancona.

March 26.—The *Standard*, 64, T. Harvey, and *Active*, 38, R. H. Moubray, captured, after several hours chase, close in with Cape Blanco, the Italian brig of war *Friedland*, of sixteen 12-pounders.

April 4.—Capt. Maxwell, of the *Alceste*, 40, being off St. Sebastian's Lighthouse, with the *Mercury*, 28, Capt. Gordon, and *Grasshopper* brig, 18, Capt. Searle, discovered a large convoy of the enemy pushing for Cadiz from the northward, under the protection of about twenty gun-boats, and a numerous train of flying artillery on the beach. At three *p. m.* the convoy being off Rota, the little squadron attacked them, and after having destroyed two of their gun-boats, driven the others away, and silenced the batteries at Rota, they captured seven of the convoy, and drove many of them ashore in the surf. Capt. Searle had the merit of silencing the batteries at Rota, and in other respects so gallantly did he behave, and so skilful was his management in the midst of shoals, driving the enemy from their guns with his grape-shot, and keeping a division of the gun-boats in check at the same time, which had come out from Cadiz to assist the others, engaged by the *Alceste* and *Mercury*, that it was a general cry in both ships—"Only look how nobly the brig behaves!" Nor were the other officers and men less deserving of corresponding praise for their great bravery and coolness. The captured vessels were all loaded, on government account, for the arsenal at Cadiz.

April 23.—Capt. T. Searle, of the *Grasshopper*, 18, in company with the gun-brig *Rapid*, 14, Lieut. Baugh, fell in with two Spanish vessels from South America, under the protection of four gun-boats, when, after a short chase, they anchored under a battery close in with Faro, among the shoals. Capt. Searle immediately anchored within range of grape-shot, when, after a very severe action of two hours and a half, the people on shore deserted their guns, two gun-boats struck, and the other two were driven ashore, and destroyed. The cargoes of the two captured Spanish vessels were worth thirty thousand pounds each. The British had 1 k.

May 2.—The *Unité*, 40, P. Campbell, captured the Italian brig of war *El Renco*, of 16 guns (pierced for 18) and 100 men. She had

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had fired several broadsides into the *Unité*, which cut her sails and rigging considerably, before she struck. On the same day the *Pylades* sloop, 16, G. M. Bligh, captured the French settee privateer *Grand Napoleon*, of 4 guns (pierced for 10), with 38 men.

May 7.—The *Redwing* sloop, 18, T. Ussher, discovered an enemy's convoy about six miles to the eastward of Cape Trafalgar, going down along shore. Upon his closing with them, the armed vessels, seven in number, formed in line, with the apparent intention of boarding; but a quick and well-directed fire within musket-shot for upwards of an hour put them to the route, and they pushed their vessels into a heavy surf, sacrificing all their wounded. A *mistico*, of four 6-pounders and 20 men, was captured. The *Diligent* and *Boreas*, of 4 guns and 60 men each, one of 3 guns and 36 men, and one of 1 gun and 40 men, were sunk; one of 4, and another of 2 guns escaped; seven merchantmen were captured, four sunk, and one escaped. The *Redwing* had 1 k. and 3 w.

June 1.—Capt. P. T. Campbell, of the *Unité*, 40, in the Adriatic, captured two Italian brigs of war, the *Nettuno* and *Teulù*, of 16 guns and 115 men each. The *Nettuno* had 7 killed, 2 drowned, and 13 wounded; the *Teulù* had 5 k. and 16 w.

June 27.—The *Kingfisher* sloop, 18, W. Heppenstall, after a running fight of one hour, captured *Le Hercule* French ship letter of marque, of 12 guns and 57 men, of whom 1 was killed and 3 wounded: she had on board a cargo of cotton. The sloop suffered much in her yards and rigging, and had 1 man slightly wounded.

July 5.—A desperate action was fought off the island of Scopolo, between a large Turkish frigate and corvette, and the *Seahorse*, 38, Capt. Stewart, exhibiting the skill and gallantry of the latter against a great disparity of force, by which his own ship was so well preserved, while that of his opponent was ruined. The action began at half-past nine in the evening, the Turks under easy sail, a little off the wind, and continually endeavouring to board. At ten o'clock, after a quarter of an hour's hot fire, the small ship was silenced: the large ship, which had during this time fallen a little to leeward, and was thus prevented from assisting her consort, recovered her position; the action was re-commenced; and the resistance of the Turks was so obstinate, that it was not till a quarter past one she was rendered a motionless wreck. As they would neither answer nor fire, Capt. Stewart, knowing the character of the people, conceived it most prudent to wait for daylight to send on board her. At daylight, observing her colours upon the stump of the mizenmast, the *Seahorse* poured a broadside into her stern, when she struck. She was named the *Badere Zaffer*, of 52 guns, with a complement of 500 men, commanded by Capt. Scanderli Kichuc Alli, who had been prevented by his own people from blowing her up. Her loss was prodigious, 165 k. and 195 w. The *Seahorse* had only 5 k. and 10 w. The other ship, which made her escape, was the *Abs Fezzo*, of 24 guns and 230 men.

July 9.—The boats of the *Porcupine*, 24, Capt. H. Duncan, commanded by Lieut. Price, gallantly dashed into Port Dango, and under a most tremendous fire brought out a large polacre ship, of 8 guns and 30 men. When it is considered that this vessel was moored to a beach lined with French soldiers, within pistol-shot of two batteries and a tower, and of three gun-boats, carrying each 1 gun and 30 men—that from the baffling winds she was an hour and twenty minutes before she got out of range of grape—and that the enemy

enemy were at first perfectly prepared for the attack, words cannot do justice to the conduct of this little band of heroes. Lieut. Price had been in action more than thirty times with the boats of this ship since October last, and was on this occasion severely wounded in the head and right leg. Seven men were wounded; none killed.

July 16.—The Minstrel sloop, J. Hollingworth, drove on shore, on the Brioni islands, the Italian schooner of war *Ortenzia*, pierced for 16 guns, but carrying only 8, with 3 swivels, and 56 men.

July 28.—The *Volage*, 22, O. L. J. Rosenhagen, after a chase of nine hours, captured *Le Requin* French national brig, of 16 guns and 108 men, off Corsica. Her boats, booms, and anchors, were thrown overboard during the chase.

July 31.—The castle of Mongal, an important post, completely commanding a pass in the road from Barcelona to Genoa, which the French were then besieging, and the only one between those towns occupied by the enemy, surrendered to the *Imperieuse*, 40, Capt. Lord Cochrane, who levelled it with the ground.

August 18.—Capt. W. Walpole, of the Pilot sloop, 18, chased, boarded, and captured, after a short resistance, *La Princesse Paulina* French xebec privateer, of 3 guns, a proportion of small arms, and 90 men, 6 of whom were killed and 24 wounded. The Pilot had Lieut. Flinn, 5 seamen, and 2 marines, wounded.

September 28.—The newly-constructed Semaphoric telegraphs on the coast of France, at Bourdique, La Pinede, St. Maguire, Frontignan, Canet, and Foy, were blown up and completely demolished, together with their telegraph houses, fourteen barracks of the *gens-d'arms*, one battery, and the strong tower upon the lake of Frontignan, by the boats of the *Imperieuse*, 40, Capt. Lord Cochrane, under the direction of Mr. Mapleton, first lieutenant, assisted by Lieuts. Johnson and Hore, of the marines, Mr. Gilbert, assistant surgeon, Mr. Burney, gunner, and Messrs. Stewart and Stovin, midshipmen.

December 5.—The citadel of Rosas, which had so long been defended by the co-operation of the Spaniards and English, having capitulated with the enemy, Lord Cochrane, after firing the trains for exploding the magazines, embarked, with the seamen and marines, in the boats of the *Magnificent*, *Imperieuse*, and *Fame*.

1809, *January 2.*—The *Imperieuse*, 40, Lord Cochrane, drove the French from the town of Caldagues, with the loss of nine cannons, and captured the French national cutter *La Gauloise*, of 7 guns and 46 men, *La Julie* lugger, of 5 guns, 4 swivels, and 46 men, and 11 victuallers.

February 8.—A brig of 6 guns, and a trabaccolo, were captured and brought out of a creek in the island of Melida, from under the fire of 400 soldiers, by the *Amphion*, 32, W. Hoste, and *Redwing* sloop. The brig advantageously moored, and a 12-pounder from the shore, opened on the ships while they were taking their stations, which was no sooner effected, than they fled. The boats' crews landed, and brought off three guns. The brig sank soon after.

February 15.—A French frigate, which had been chased the day before by the *Belle Poule*, 40, J. Brisbane, was discovered under the shelter of, and moored to the fortress of Velona, mounting fourteen 18 and 24-pounders, with another fort on an eminence above her. The *Belle Poule* was anchored in a position at once to take or destroy the enemy, and to keep in check the formidable

force on shore ; but as the forts made no efforts to protect her, she surrendered after a few broadsides, and proved to be *La Var*, pierced for 32 guns, but had only 26 on board, with 200 men.

April 23.—Capt. J. Brenton, of the *Spartan*, 38, accompanied by the *Amphion*, 32, *W. Hoste*, and *Mercury*, 28, Hon. H. Duncan, took a position before the town of Pesaro, and by flag of truce demanded of the governor the surrender of all the vessels in the harbour. His duplicity caused several shots to be fired, which did considerable damage to the town, when flags of truce were hung out, and the firing ceased. The boats then entered the harbour, brought out thirteen vessels deeply laden, and blew up the castle at the entrance.

May 2.—The *Spartan* and *Mercury* chased two vessels into the port of Ceseratico, the entrance of which is very narrow, and was defended by a battery of two 24-pounders, and a castle ; several other vessels were also lying there. The battery was attacked, soon silenced, and taken possession of, by Lieut. Willis of the *Spartan*, who turned the guns upon the castle and town, which were soon deserted. They then took possession of twelve vessels, some of which were laden with corn ; the others they filled with hemp and iron out of their magazines, burnt another vessel that was scuttled, blew up the castle and magazine, destroyed the battery, and spiked the guns.

May 31.—The boats of the *Topaze*, 36, Capt. A. J. Griffiths, under the orders of Lieut. C. Hammond, assisted by G. Garson, master, Lieuts. E. S. Mercer and W. Halsted, royal marines, and Messrs. H. P. Taylor and R. B. Fenwick, masters' mates, in the open day attacked, boarded, captured, and brought out from within a reef of rocks in Demata Road, and under the fortress of St. Maura, the French national vessels *La Joubert xebec*, of 8 guns, 6 swivels, and 55 men, *La Menteur cutter*, of 4 guns and 20 men, *L'Esperance felucca*, of 3 guns and 18 men, and two laden merchant vessels ; and destroyed two gun-boats and two laden merchant vessels. The boats had 1 k. and 1 w. The enemy suffered much when boarded.

June 14.—The Scout sloop, 18, *W. Raitt*, having been chasing a convoy of about fourteen sail, under the protection of two gun-boats, and it falling calm, seven sail pushed for a harbour, about three leagues to the eastward of Cape Croisette. The boats were detached under the command of Lieut. Battersby, assisted by Lieut. Farrant, Mr. Batten, master, and Mr. Thompson, manned with volunteers, who proceeded under a heavy and well-directed fire of grape and musketry, landed, stormed, and took possession of the battery, with two 6-pounders, mounted in embrasures, which they spiked, and brought out the whole of the vessels, although they were constantly annoyed with musketry from behind the rocks. The boats had 1 k. and 5 w.

June 25 and 26.—A descent was made upon the islands of Ischia and Procida, near the coast of Calabria, by the army under the command of Lieut.-Gen. Stuart, and the naval force under that of Rear-Adm. Martin. The castle of Ischia capitulated, which was in the course of the day followed by that of Procida. Fifteen hundred prisoners fell into the hands of the conquerors. A large flotilla of about forty heavy gun-boats were nearly all captured or destroyed by Capt. Staines, of the *Cyane*, assisted by the *Espoir sloop*, and the British and Sicilian gun-boats.

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July 27.—The boats of the Excellent, 74, J. West; Acorn, 16, R. Clephane; and Bustard, 16, J. D. Markland, under the direction of Lieut. Harper, first of the Excellent, and under cover of the Acorn and Bustard, attacked, boarded, and brought out from Port Duin, whither they had gone for shelter, three gun-boats of the royal Italian marine, of three 24-pounders each, and three others of three 18-pounders each, with the whole of their convoy, consisting of ten coasters all laden. The boats had 2 k. and 6 w.

August 27.—The seamen and marines of the Amphion, 32, Capt. W. Hoste, made a gallant and well-conducted attack on the enemy's fort and vessels at Cortelazzo, between Venice and Trieste, which so completely succeeded, that the fort was taken and blown up, six gun-boats and two trabaccolos captured, and five burnt. The zeal, the bravery, and nice concert of measures which are necessary to success, and indeed almost ensure it, had been in many instances exhibited by Capt. Hoste, and the present one was an additional illustration of his extraordinary merits. To say that the officers and men of the Amphion imitated the example of their captain, is a correct but extraordinary encomium.

September 7.—The boats of the Mercury, 28, Hon. H. Duncan, under the direction of Lieut. Pell, assisted by Lieut. Gordon, lieutenant of marines Whylock, Mr. Sandell, gunner, and Mr. Anderson, captain's clerk, boarded, and cut out from the harbour of Barletta, the French schooner of war La Pugliese, pierced for 16, but had on board only 7 guns and 31 men, who were prepared, and fired on the boats before they got alongside. She was moored with eight cables inside, close to a mole lined with musketry, within musket-shot of a castle mounting 8 guns, and of two armed feluccas, from under which fire she was towed without rudder or sails.

October 2.—The island of Zante surrendered to the British forces. See IONIAN ISLES.

October 23.—Part of the Toulon squadron, consisting of three ships of the line, two frigates, two smaller frigates, or store-ships, and a convoy of about twenty sail of vessels, being discovered, Vice-Adm. Lord Collingwood ordered Rear-Adm. G. Martin to give them chase, and eight of the best sailing ships to stand on contrary tacks, so as to take advantage of the changes of the wind, which was then variable. At two p. m. the Pomone, 38, having got far to windward, was directed by signal to destroy such of the convoy as could be come up with, and in the evening she burnt two brigs, two bombards, and a ketch. Rear-Adm. Martin, with his division, fell in with the enemy on the 24th, off the entrance of the Rhone, and on the 25th they chased on shore the Robust, of 84, bearing the flag of Rear-Adm. Bondain, and the Leon, of 74, off Frontignan, where the day following their own crews set fire to them. The Borée, of 74, and a frigate, ran on shore at the entrance of the port of Cette, where there was little probability of either of them being saved. The transports being thus separated from the ships of war, under the protection of an armed store-ship, two bombards, and a xebec, made for the bay of Rosas. Capt. Hallowell, of the Tigre, 74, was ordered on October 30, by Vice-Adm. Lord Collingwood, to proceed to the bay of Rosas, and to bring out the enemy's vessels, if the wind was favourable; otherwise to destroy them. He accordingly proceeded there with the ships of his squadron, consisting of the Tigre, Cumberland, Voltstaire, Apollo, Topaze, Philomel, Scout, and Tuscan. Finding

it impracticable to attack the enemy's convoy while under weigh (the wind being at S. E. and a heavy swell), he anchored the squadron on October 31, after dark, about five miles off the town of Rosas, and detached all the boats, under the command of Lieut. Tailour, first of the *Tigre*, to destroy them. The enemy were found vigilant, and completely on their guard. The spirited manner in which Lieut. Tailour led the boats on to the attack, commanded the admiration of every one present, and the bravery with which he was supported was highly honourable to all employed on this service. Eleven vessels were captured or burnt, being the whole of the convoy from Toulon for the support of the French army in Spain, with the exception of the frigate, which escaped to Marseilles, and one store-ship, not since heard of. The boats had 15 k. and 55 w. All the armed vessels of the enemy were well defended, but the British seamen and marines, determined to subdue them, were not to be repelled, even by a force found to be double to that which was expected; and besides the opposition made by the vessels, the guns of the castle, the forts in the bay, the gun-boats and musketry from the beach, kept up a constant fire on them.

1810, *March 21*.—An expedition sailed from Zante for St. Maura. See ST. MAURA.

May 3.—The *Spartan*, 38, Capt. Brenton, had a most severe contest, in the gulf of Naples, with a French squadron, consisting of the *Ceres* frigate, of 42 guns and 350 men; *Fame* corvette, of 28 guns and 260 men; *Le Sparviere* brig, of 8 guns and 98 men; *Achille* cutter, of 10 guns and 80 men; and eight gun-boats, of 1 gun each and 40 men—total, 96 guns and 1108 men. The action began at fifty-six minutes after seven with the frigate, exchanging broadsides when within pistol-shot, passing along their line, and cutting off their cutter and gun-boats from the body of the squadron. The enemy was under the necessity of wearing to renew his junction, but was prevented by the *Spartan* taking her station on their weather-beam, when a most obstinate conflict ensued, light and variable winds leading the ships near the batteries of Baia, the enemy's frigate making all sail for their shelter. The *Spartan* bore up, raking the frigate and corvette in passing them, and succeeded in cutting off the brig. The corvette, after losing her foretopmast, effected her escape by the assistance of the gun-boats, which galled the *Spartan* excessively. She had 10 k. and 19 w.

May 22.—The *Alceste*, 38, Capt. M. Maxwell, having chased several of the enemy's vessels into the bay of Agaye, which is protected by two batteries, one on each side the entrance, two strong parties were landed to storm and destroy them. That on the right side failed on account of the darkness of the night, and desertion of the guide, while that on the left, under Mr. Bell the master, got close to the rear of the battery undiscovered, which they attacked, and carried in the most spirited manner, spiked the guns, two 24-pounders, broke their carriages, destroyed the magazines, and threw the shot into the sea. On the 25th at night, the *Alceste* having stood off, the enemy came out, and was immediately attacked by Mr. Bell, Mr. Day, master's mate, and Mr. Adair, midshipman, in the barge and yawl, having been left under the land for the purpose. They captured four feluccas, three of which were armed, one with 6, and the other two with 4 guns each, besides small arms, drove two upon the rocks, and the rest back into the harbour, though

though exposed to the fire of the batteries, a great number of soldiers on the beach, and two armed vessels, besides those taken.

June 29.—A very gallant enterprise was performed by the boats of the Amphion, 32, Capt. W. Hoste; Cerberus, 32, Capt. Whitby; and Active, 38, Capt. Gordon; which terminated in the surrender of the garrison of Grao, and the capture and destruction of a convoy of the enemy from Trieste, laden with naval stores for the arsenal at Venice. As the Italian government were making great exertions to fit out their marine at that port, the capture of this convoy became an object of importance, which induced Capt. Hoste to attempt it, as its protection (it was said) consisted only in twenty-five soldiers stationed at Grao, an open town in the Friule. The sequel however shewed that he was deceived as to the number of the garrison, and the strength of the place. The defences of the town were two old castles, almost in ruins, with loopholes for musketry, and a deep ditch in their front, extending from one to the other, which rendered it absolutely necessary to be in possession of, before the convoy could be captured. The boats having formed dispositions for this purpose, landed a party of seamen and marines, who instantly advanced to the attack; but the boats of the Active did not arrive, owing to the distance they had to row, till after the place was taken. A very heavy firing commenced in the morning of the 29th, the enemy being considerably stronger than had been imagined, and assisted by a numerous peasantry. The party from the boats having purposely retired a little to the left, to take shelter under some hillocks, were followed by the French, who, conceiving this to be a retreat on the boats, quitted their advantageous position and charged with the bayonet. They were received with the same weapon; both officers and men were personally engaged hand to hand, and of the number of the enemy killed in this conflict, eight were from bayonet wounds. The French, in great confusion, endeavoured to regain their former position; but they were closely pursued, and charged in their turn, which decided the business; and the whole detachment of the enemy, consisting of a lieutenant, sergeant, and thirty-eight privates, were made prisoners, leaving our brave men in possession of the town, and twenty-five vessels laden with stores and merchandise. The Active's boats landed at this moment, and her marines, under Lieut. Foley, were of great use in completely securing the advantages gained. About eleven o'clock in the forenoon, an attack was made on the town by a party of French troops from the interior; but after losing 2 killed, a lieutenant and 22 men, the remainder, threw down their arms and surrendered. Thus the same intrepidity which had obtained success, continued to preserve it; and by eight o'clock in the evening, the whole detachment joined the squadron, and every thing was secured. The boats had 4 k. and 8 w.; the enemy had 16 k. and 8 w.

July 25.—A convoy of thirty-one vessels, laden with stores and provisions for Murat's army at Scylla, together with seven large gun-boats, and five scampavias protecting them, were captured at Amanthea by the boats from the Thames, 32, Hon. G. G. Waldegrave; Weazle (bg.), 18, Capt. Prescott; and Pilot (bg.), 18, Capt. Nicholas. Six armed vessels and transports were destroyed. In this important service only 1 man was killed and 6 wounded.

December 13.—A convoy being at Palamos, with supplies for the French army in Catalonia, Capt. Rogers, of the Kent, 74, formed

formed a plan for cutting them off, and accordingly landed detachments of seamen and marines from that ship, the Ajax, 74, Cambrian, 40, Sparrowhawk, 18, and Minstrel (slp.), 18. The enemy's vessels lay in the mole, and consisted of a very fine new national ketch, of 14 guns and 60 men, two xebecs, of 3 guns each, and 30 men, and eight merchant vessels, under their convoy. Though powerfully protected by batteries and troops in the town, the enterprise was crowned with success, the whole of the vessels being burnt, and totally destroyed, except two, which were brought out, and with a loss of no more than four or five men; but in the party withdrawing from their post on a hill (which seems to have been done in disorder) which they had occupied to keep the enemy in check until the batteries and vessels were destroyed, the enemy were encouraged to advance upon them, and by a fatality, instead of directing their retreat to the beach, where the vessels lay to cover their embarkation, the brave, but thoughtless and unfortunate men, came through the town down to the mole. The enemy immediately occupied the walls and houses, from which they kept up a severe fire upon the boats crowded with men, and killed many, both in them and of those who had been left on the mole, and were endeavouring to swim to the boats. In consequence of this fatal error, the killed, wounded, and missing, amounted to 209.

1811, *January 30*.—The Victorious, 74, J. Talbot, destroyed the Leoben Italian schooner of war, of 10 guns and 60 men, with ordnance stores for Corfu.

February 6.—Capt. G. Eyre, of the Magnificent, 74, captured 22 out of 25 vessels laden with ordnance and naval stores, corn, and 350 soldiers, from Otranto, for the equipment of 25 gun-vessels, and reinforcement of the garrison of Corfu.

February 12.—The boats of the Cerberus, 32, and Active, 38, Capts. Whitby and Gordon, under the orders of Lieut. Dickinson, captured, in the harbour of Ortano, the Venetian trabaccolo L'Eugenie, of 6 guns, and her convoy of ten transports, laden with provisions and stores, bound to Corfu, part of which, with two large magazines, filled with naval and military stores, they burnt. Four men were wounded.

March 13.—A squadron of British frigates, under Capt. Hoste, defeated the combined French and Italian squadrons of frigates, &c. in the Adriatic. See *Lissa*.

March 14.—The Pomone, 33, R. Barrie, having chased the French national brig L'Etourdie, of 18 guns, into a small cove in the island of Monto Christo, she was set on fire by her crew, and blew up.

March 30.—The Ajax, 74, R. W. Otway, and Unité, 40, P. Campbell, chased two French frigates and a store-ship; the former narrowly escaped from the Unité, by running into Porto Ferrajo; the latter was cut off, and proved to be the Dromadaire, a new frigate-built ship, of 800 tons, having on board 1500 shots and shells, and 90 tons of gunpowder.

May 1.—A gallant and successful attack was made by the Pomone, 33, Robert Barrie; the Unité, 40, P. Campbell; and Scout (bg.), 18, A. R. Sharpe, on two French frigates, La Giraffe, 14, and an armed ship, at anchor in the bay of Sagone, Corsica. They were close in with the shore, on which they had each two cables, within a stone's throw of a battery of four guns.

guns and a mortar, above which was a martello tower, with one gun mounted, and 200 regular troops, with their field-pieces, &c. and a number of the armed inhabitants. Notwithstanding this most formidable appearance, the zealous and spirited conduct of the boats' crews and ships' companies shewed itself superior to the emergency; for, after being towed into a position within range of grape, the action commenced at six o'clock, and lasted, without intermission, until about half-past seven, when smoke was observed to issue from La Giraffe; soon after La Nourrice was in a blaze, and the merchantman was set on fire by the brands from La Nourrice; the battery and tower were silenced, and in a short time the three ships blew up. Some of the timbers falling on the tower, entirely demolished it, and the sparks set fire to the battery, which also blew up. Capts. Chamberlayne and Sharpe conducted to the success of this enterprise, by their spirited exertions and cordial co-operation with the commander, Capt. Barrie. The British had 2 k. and 25 w. The enemy's ships were all deeply laden with timber for the arsenal at Toulon.

May 26.—The boats of the Sabine (slp.), 18, G. Price, under the direction of Lieut. Usherwood, assisted by Lieut. Finnucane, Mr. Settle, master, and other volunteers, captured, in the road of Sibionna, under protection of the battery, and defended by their own crews and a strong guard of soldiers, five French privateers, of 2 guns and 25 men each, three of which they brought out. The boats had 1 w. On the following day the Sabine sunk another of them.

June 16.—The boats of the Thames, 32, Hon. Capt. Waldegrave, and Cephalus, 18, E. Harvey, under the direction of Lieut. Whiteway, under a heavy fire of musketry, landed and burnt ten large armed feluccas under Cetraro, in the gulf of Policastro. Three persons were wounded.

July 21.—Capts. Napier and Clifford, of the Thames, 32, and Cephalus (bg.), 18, dashed into Porto del Infreschi, on the Calabrian coast, to attack a convoy of twenty-six sail of the enemy; they soon silenced eleven gun-boats, and an armed felucca, of 15 guns and carronades and 280 men, moored across for the protection of fifteen merchantmen, and thirty-six spars for the line-of-battle ship and frigate at Naples, being under cover of a round tower, and musketeers posted on the adjacent hills. The marines were then landed, and got possession of the tower, making an officer and 80 men prisoners, and putting the rest to flight. The whole of the convoy was brought out, the ships under weigh, and all accomplished under two hours, without the loss of 1 man, and only 5 wounded.

July 27.—The boats of the Active, 38, J. A. Gordon, under the direction of Lieut. Henderson, entered a creek above the island that the town of Ragosniza stands upon, and captured some gun-boats and their convoy, consisting of twenty-eight sail of merchant vessels, ten of which they burnt; the other eighteen, with the gun-boats, were brought out. Four of the boats' crews were wounded.

August 29.—The Weazle, 18, J. S. Peyton, captured the French xebec privateer Le Roi de Rome, of 10 guns and 46 men.

October 11.—Capt. Duncan, of the Imperieuse, 36, attacked three of the enemy's gun-vessels, carrying each an 18-pounder and 30 men, moored under the walls of a strong fort in the gulf of Salerno.

lerno. The Imperieuse was anchored within range of grápe, and in a few minutes the enemy were driven from their guns, and one of the gun-boats was sunk. In order to bring off the other two, it was necessary to obtain possession of the fort, the fire of which, though silenced, yet (from its being regularly walled round on all sides) the ship could not dislodge the soldiers, and those of the vessels' crews, who had made their escape on shore, and taken shelter in it; the marines and a party of seamen were therefore landed, and led on by the first lieutenant, Eaton Travers, and Lieut. Pipon, of the royal marines, forced their way into the battery in the most gallant style, under a very heavy fire of musketry, obliging more than treble their number to fly in all directions, leaving behind about thirty men and fifty stand of arms. The guns, which were heavy 24-pounders, were then thrown over the cliff, the magazines, &c. destroyed, and the two remaining gun-vessels brought off.

November 5.—Lieut. Bartholomew, commander of the Richmond gun-brig, 14, attacked L'Intrepide French privateer, of 18 guns and 180 men, in a bay near Vera, on the coast of Grenada. The crew of the privateer set fire to her, and took to their boats; the vessel was then taken possession of, and brought out more than a mile, when she blew up.

November 27.—The Eagle, 74, C. Rowley, after a chase of ten hours and a half, off Fano, came up with and captured La Corceyre French frigate, pierced for 40 guns, but had only 28 mounted, with 170 seamen and 130 soldiers, having on board a quantity of military and other stores, with 300 tons of wheat, bound to Corfu. She had 3 k. and 6 w. Two other ships of the same description escaped.

November 29.—Capt. M. Maxwell, with three ships under his orders, fell in with the enemy's squadron from Corfu to Trieste. The Persanne was chased and taken by the Unité, Capt. Chamberlayne; the Pauline and Pomone were chased by the Alceste and Active, and, after a most severe action of two hours and forty minutes, the Pomone was taken, totally dismasted, and the Pauline escaped, owing to the Alceste having her main-topmast shot away. The Alceste had 20 killed and wounded; the Active 32. Capt. Gordon lost a leg, and his first lieutenant an arm.

December 1.—The Imperieuse, 38, Hon. H. Duncan, and Thames, 32, Hon. G. G. Waldegrave, landed 250 troops, under Major Darley, with the marines, in the port of Palinura, for the purpose of taking the enemy's gun-boats and merchantmen, which were protected by a battery and strong tower, and about 700 men, including peasantry. The tower and batteries were blown up, the guns thrown into the sea, and ten gun-boats, thirty-two merchant vessels, and twenty large spars, were brought off or destroyed. The loss in this enterprise was 5 k. and 11 w.

December 4.—The boats of the Sultan, 74, under the direction of Lieuts. Anderson and Woodcock, boarded and captured, off Bastia, two French national armed vessels, one a settee, of 8 guns and 31 men, and the other a brig, of 6 guns and 53 men. The enemy had 1 killed, and several wounded; the boats had 4 wounded.

1812, February 13.—The Apollo, 38, B. W. Taylor, fell in with a French frigate-built store-ship, and a corvette. After closing with the former, she struck, and proved to be the Merinos, of 850 tons,

tons, pierced for 36, but mounting only 20 guns, with 126 men, six of whom were killed and twenty wounded. The corvette escaped. The Apollo suffered no loss, although exposed to the fire of the batteries on Cape Corse and the island Gioeglia, above four hours nearly decalmed.

February 21.—An enemy's squadron, consisting of the Rivoli, 74, a new ship, recently launched at Venice; Jena and Mercure, of 18 guns each; Mameluke brig, of 10 guns; and two gun-boats, proceeding from Venice to the port of Pola, in Istria, was attacked by the Victorious, 74, Capt. J. Talbot; and the Weazle sloop, 18, Capt. Andrew. At a quarter past four o'clock *a. m.* the Weazle commenced the action with the two brigs; which was followed by the Victorious and Rivoli at half-past four, at the distance of half-pistol shot. At five one of the brigs blew up; at daylight the Weazle was in chase of the other brigs; the gun-boats not in sight. She was recalled by Capt. Talbot, who was apprehensive he should want assistance, being at that time in only seven fathoms water off the point of Gran. Capt. Andrews placed his brig very judiciously on the bow of the line-of-battle ship, within pistol-shot, and in that situation gave her three broadsides. The enemy's ship for the last two hours had been rendered perfectly unmanageable, his fire much slackened, and that chiefly from two guns on the quarter-deck. The Rivoli's mizenmast fell over the side about a quarter before nine o'clock; at nine she struck. The disparity of force, the number of killed and wounded, the length of the action, and the gallantry, experience, and skill of the French Commodore Barré, sufficiently attested the merits of the captors. The Victorious had 506 persons on board at the commencement of the action, sixty of whom were in the sick list, but most of them able to assist in the action; she had 42 k. and 99 w. The Rivoli had on board 862, four hundred of whom were either killed or wounded. The action lasted five hours, with little intermission, and that caused by the ships being at intervals enveloped in such a fog and smoke, that they could not see the flashes of each other's guns. The French commodore did not surrender till nearly two hours after his ship was rendered unmanageable, his captain and most of his officers either killed or wounded.

May 9.—Capt. J. Rowley, of the America, 74, in company with the Leviathan, 74, P. Campbell, and Eclair brig, 16, C. R. Quash, fell in with a convoy of eighteen of the enemy, deeply laden, which took shelter under the town and batteries of Lanquillia. The marines were landed; two batteries (one of five, the other of four guns and a mortar) were attacked and taken, and sixteen of the convoy brought off, notwithstanding a heavy fire of grape from a strong body of the enemy, and the vessels being secured by various contrivances to the houses and beach, and their sails and rudders mostly removed on shore. In landing the party, the America's yawl was struck by a chance shot from the only gun that could bear on the boats, which upset her, and eleven men were drowned, in addition to which there were 2 k. and 13 w.

May 14.—The Thames, 32, C. Napier, in company with the Pilot brig, 18, Capt. J. T. Nicholas, attacked the port of Sapri, defended by a strong battery and tower, mounting two 32-pounders, with an officer and thirty-eight men, which surrendered at discretion, after being battered for two hours within pistol-shot; but in consequence of their gallant defence the enemy were allowed to march

march out with the honours of war. Twenty-eight large vessels were found on the beach, loaded with oil, all of which were launched, and the battery in ruins before sunset.

June 27.—A convoy of eighteen sail of square and latine-rigged vessels having assembled at Languillia and Allassio, the Leviathan, 74, P. Campbell; Imperieuse, 38, Hon. H. Duncan; Curaçoa, 36, J. Tower; and Eclair brig, 16, C. H. Quash, proceeded to attack both places, and to destroy or bring out the vessels. In the morning, about an hour before daybreak, the marines were landed between the towns, under the command of Capt. Owen (royal marines), of the Leviathan, covered by the Eclair. They had hardly formed on the beach before they were attacked by treble their number; but nothing could withstand the brave fellows, who dashed at the enemy with the bayonet, and drove them from their batteries (one of five guns, the other of four and a mortar) into the towns, killing 2 officers and 20 men, and making 14 prisoners, all Frenchmen. After spiking the guns, and destroying the carriages, they re-embarked; but though the ships were anchored in less than musket-shot of the towns, and the Eclair on her sweeps, going where she could do most execution, the launches and other boats, with carronades, keeping up a heavy fire, the enemy could not effectually be dislodged from the houses to enable the boats to bring the vessels off, which were made fast in various ways, with sails unbent, rudders unshipt, &c. without risk of great loss; they were therefore destroyed by the guns. The ships had 9 k and 31 w.

August 31.—Lieut. O'Brien, of the Bacchante, 38, W. Hoste, with the boats of that ship, gallantly cut out of Port Lena the following ships and vessels, viz. a convoy of seven vessels, laden with ship-timber for the Venetian government; and La Tisiphone French national xebec, of 3 guns and 28 men; one gun-boat, of 3 guns and 24 men; another gun-boat, of 1 gun and 20 men, intended for the protection of the trade on the coast of Istria, from Pola to Trieste.

September 17.—The three barges of the Eagle, 74, James Rowley, under the command of Lieut. Cannon, in a most gallant style attacked, off Cape Maistro, a convoy of twenty-three sail, each carrying a heavy gun, with two gun-boats, under cover of a four-gun battery, and the beach lined with armed people, the whole of which were captured, except two; but the gallant lieutenant, being severely wounded, did not long survive. Two were killed and three wounded.

September 18.—Capt. Hoste discovered an enemy's convoy between Tremite and Vasto, and sent Lieut. O'Brien in the boats to intercept them. On the approach of the boats, the merchant vessels anchored, and hauled aground, being protected outside by eight armed vessels, in an excellent position for that purpose. The crews of the convoy quitted their vessels, and lined a thick wood astern of them. The lieutenant, with his accustomed gallantry, in a most determined manner pushed the boats through a heavy fire of grape and musketry, and carried every thing before them; the marines at the same time landing, forced the enemy from their position in the wood, leaving the brave party in quiet possession of this valuable convoy of eighteen vessels, laden with oil, almonds, &c. In this daring enterprise two seamen only were wounded.

September 20.—The Apollo, 38, B. W. Taylor, captured off Corfu

Corfu the *Ulysse* xebec, of 6 guns and 56 men, commanded by Monsieur Oletta, commander of a division of gun-boats.

September 29.—Capt. J. S. Peyton, of the *Minstrel* sloop, 18, having received intelligence of six of the enemy's vessels, laden with shells, lying at Valencia for Peniscola, despatched the boats, under the direction of Lieut. G. Thomas, assisted by Messrs. Oliver, Linna, and Smith, midshipmen, to bring them out. They were moored to the shore between two batteries of two 24-pounders and two mortars, with a strong garrison in the Grao; nevertheless, four of them were brought out; a fifth was in possession, but grounded, and was retaken, with three British on board. One man was wounded.

1813, January 21.—The small islands of Augusta and Curzola, near that of Lissa, being nests for the privateers of the enemy, who carried into them their prizes, Lieut. Col. Robertson thought proper to put an end to a system so detrimental to the prosperity of Lissa, and to our commercial interests in general. He therefore embarked on board the frigate *Apollo*, 38, B. W. Taylor, detachments from the garrison of Lissa, amounting to about 300 men, including artillery, &c. The troops, together with a detachment of seamen and marines, landed on the 21st, and after experiencing some resistance from the garrisons, consisting of about 240 men, obtained possession of Augusta on the 29th, and of Curzola on February 4.

February 14.—A convoy of fifty armed vessels having assembled under the protection of the batteries at Pietra Nera, to transport to Naples, timber and other government property, an attack was made upon them, under the direction of Capt. Hall, commanding the Sicilian flotilla. About 160 men, under Major Stewart, and a party of seamen, under Lieut. Le Hunte, were landed, who immediately pushed on towards a height, upon which was posted the enemy; who, upon being charged, defended themselves to the last extremity, and did not abandon it until the commander and most of his officers were made prisoners, and the ground was covered with their slain. A division of the flotilla which had been placed under the command of Capt. Imbert, of the Neapolitan navy, had now commenced a most destructive cannonade on the batteries, which held out with such obstinacy as to require being successively stormed, which service was performed by Lieut. Le Hunte, with a party of seamen. At eight o'clock in the morning every thing was in possession of the assailants, the most valuable of the enemy's vessels and timber launched, and the rest set fire to. Upwards of 150 of the enemy were killed, and 163 made prisoners, amongst whom was the colonel of the regiment, three of his captains, two captains of cavalry, and one of artillery, with his two guns (6-pounders), which afforded the best proofs of the spirited manner in which this enterprise was performed. The brave Major Stewart, who had led his men so undauntedly to the attack on the enemy's position, fell by a musket-shot while pushing off with Capt. Hall from the shore, after the troops were re-embarked. There were only 2 seamen killed and 7 w.

February 22.—Capt. E. Flin, of the *Cephalus* sloop, 18, after nine hours chase, captured the French lugger privateer *La Diligente*, pierced for 18 guns, but had only 8 mounted, with a complement of 89 men.

February 26.—The island of Ponza surrendered to the British

sea and land forces; the former under the command of Capt. Napier, of the Thames, 32, with the Furieuse, 14, Capt. Mounsey; and the latter under that of Lieut.-Col. Coffin.

March 30.—Lieut. Shaw, of the Volontaire, 38, Hon. G. G. Waldegrave, with a party of seamen and marines from the boats of the Undaunted, 38, and Redwing brig, 18, under his orders, landed at Sormion, near Marseilles, and marching over the hills, carried two batteries in the rear of Morgeon, after a slight resistance from forty troops stationed in them. They threw seven great guns into the sea, spiked a mortar, and destroyed all the ammunition. The boats under Lieut. Sayer, though opposed by two field-pieces, brought out eleven vessels, laden with oil, and destroyed three others, which were aground.

April 22.—A convoy with ten gun-boats having anchored in a line in the bay of Boscaline, Capt. J. Black, of the Weazle brig, 18, attacked them at six o'clock in the morning, when, after standing his fire for about twenty minutes, they cut their cables, and ran closer in; the Weazle followed, and recommenced the action; but in addition to the fire of the gun-boats, she had now to sustain that from three large guns, and two or three hundred musketry on the heights immediately over her; at ten, three of the gun-boats struck their colours, two were driven on shore, and one sunk. They were now reinforced by four gun-boats from the eastward, who at first anchored outside, and commenced firing at the Weazle, thus obliging her to engage on both sides; but they shortly after ran in and joined the others, who placed themselves behind a point of land, where the masts could only be seen from the Weazle's deck, when they commenced a most destructive fire, their grape-shot striking the Weazle over the land in every part, her number being now so reduced that it was difficult to work four guns, the marines and a few seamen firing musketry, the grape being all expended. This severe firing continued until half-past three *p. m.*, when it ceased. Forty minutes after, the action was renewed, and lasted without intermission till half-past six in the evening. The enemy during the day had received considerable supplies of troops on shore, who had kept up an incessant fire upon the Weazle. She was now in a most critical situation, being but a very few yards from a lee-shore, almost a complete wreck, the whole of her running, and greater part of the standing rigging gone, most of the sails shot from the yards, the masts shot through in several places, and many shot in the hull, five between wind and water, both the pumps shot away between the decks, with difficulty was she kept free by constantly baling at both hatches. At dark the boats succeeded in burning and destroying the gun-boats, and eight sail of the convoy. At daylight of the 23d, having warped about a mile from the land, the remaining gun-boats attacked the Weazle, and musketry from the shore, which was most annoying. She being in a raking position, her last cable half-shot through, the wind blowing in strong, could not venture to bring her broadside to bear upon them; all this day and night she was warping, but very slowly, out from the shore, the people being reduced in number, and exhausted with fatigue. On the 24th, a battery which the enemy had erected on a point of the bay close to which the Weazle had to pass, opened upon her at noon, the gun-boats recommencing their fire astern, which, with that of the musketry shore, continued till five *p. m.*, when the Weazle, being clear of the

the bay, gave the gun-boats her larboard broadside, which drove them off. The Weazle had 5 k. and 20 w. It may be observed upon this enterprise, which employed three days of most arduous service, that many vessels would probably have undertaken it, but few would have had the ability and steady indefatigable perseverance to extricate themselves from such a host of foes and combination of obstacles.

May 28.—Capt. Garth, of the Cerberus, 32, sent the barge and gig of the Apollo, 38, under Lieut. W. H. Nares, of the same ship, and the barge and pinnace of the Cerberus, under Lieut. John W. Montagu, close in shore to intercept a convoy which he expected would come out of the port of Otranto. At one *a. m.* they made their appearance, protected by eight gun-boats, notwithstanding whose strong force, aided by three more gun-boats from Fana, and the cliffs covered with French troops, they were attacked in the most determined and gallant manner by the boats. Lieut. Nares, in the Apollo's barge, boarded and carried one gun-boat, and Mr. Hutchison, in the gig with only seven men, actually boarded and carried another, before the barge could get alongside.

June 6.—With a view to facilitate the operations against Tarragona by Sir J. Murray, the strong fort of San Philippe, in the Coll de Balaguer, was taken by the British land and sea forces, under the command of Lieut.-Col. Prevost, and Capt. C. Adam, of the Invincible, 74, the Spaniards co-operating in its reduction.

June 10.—Capt. E. Flin, of the Cephalus sloop, 18, captured, off Cape Mola, the French privateer schooner La Jeune Thetis, of 10 guns and 76 men.

June 12.—Capt. W. Hoste, of the Bacchante, 38, detached the boats under the first lieutenant, Hood, with discretionary orders either to attack or wait till the captain's arrival, an enemy's convoy under the town of Gala Nova. He found the enemy much stronger than was expected, consisting of seven large gun-boats, each mounting one 18-pounder in the bow, four smaller gun-vessels, with a 4-pounder in the bow, and fourteen sail of merchant vessels under their convoy, four of which had guns in the bow also. The shore astern of the vessels was lined with troops, intrenched on the beach, with two field-pieces. Such was the force opposed to a frigate's boats, but no disparity of numbers could check the spirit of the brave officers and men. The attack was determined on instantly, and executed with all the bravery which men accustomed to danger, and to despise it, have so frequently shewn, and never was there a finer display of it than in this instance. The boats, as they advanced, were exposed to a heavy fire of grape and musketry, and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss. The troops on the beach, which the French officers mention as amounting to upwards of 100 men, fled on the first fire, and the field-pieces were destroyed by the marines. The boats had 3 k' and 6 w.

June 18.—Capt. J. Harper, of the Saracen sloop, 18, landed with forty small-arm men and marines, surprised and took prisoners 1 captain, 2 serjeants, 3 corporals, and 33 privates, and got possession of the island Zapano: the lieutenant and 15 privates escaped.

June 22.—The boats of the Castor, 32, Charles Dilkes, under the direction of Lieuts. Loveless and Stanhope, boarded and brought

out from under the protection of Fort Mongat, in Catalonia, *La Fortune*, a French privateer, of 2 guns, 2 swivels, and 48 men. In this hazardous enterprise, Mr. William Colford, boatswain of the *Castor*, and 3 men, were killed, and 9 wounded.

June 27.—The boats of the *Havannah*, 36, *G. Cadogan*, commanded by Lieut. W. Hamley, captured from under the town of Vasto, an armed convoy of the enemy, consisting of ten sail. They first took possession of their guns, eight in number, and kept them until the vessels were rigged and got afloat. Three men were wounded. The enemy had 6 k. and 7 w.

July 3.—The *Milford*, 74, *J. F. Fremantle*; *Elizabeth*, 74, *E. L. Gower*; *Eagle*, 74, *C. Rowley*; *Bacchante*, 38, *W. Hoste*; and *Haughty* gun-brig, having assembled in the Quarnier Channel, an attack was made on the line of defence and town of Fiume, which was carried with the loss of 1 killed and 6 wounded; the governor and troops (350) making a quick retreat, after a short but ineffectual resistance. Of ninety vessels that were found in the harbour, more than half were returned to their owners, thirteen laden with oil, grain, powder, &c. were sent to Lissa, and the rest destroyed. The batteries were destroyed, and 59 guns rendered useless; eight brass 18-pounders, one field-piece, five hundred stand of arms, and two hundred barrels of powder, were brought away. Rations of bread for 70,000 men, and two magazines with stores, &c. were burnt.

July 22.—Captains *Harper*, of the *Saracen*, 18, and *Black*, of the *Weazle*, 18, took the island of Mezzo, near Ragusa.

August.—A brilliant exploit was performed this month by Captains *Coghlan*, *Sir J. Sinclair*, and the *Hon. R. C. Spencer*, in an attack upon the enemy's vessels in the bay of Cassia. Four batteries defended the entrance of the bay, and two gun-boats were moored across the entrance of the mole. The citadel battery could only be carried by escalade; but nothing could withstand the boldness of the marines, led on by *Capt. Coghlan*, who surmounted every obstacle. They literally drove the French before them at the point of the bayonet, pursuing them through the batteries to the heights which commanded the town. The boats under the direction of *Sir J. Sinclair* then entered the mole, and in less than two hours brought off twenty-seven settees, tartans, and gun-boats, the greater part of which were burnt.

August 2.—*Capt. Rowley*, of the *Eagle*, 74, and *Capt. Hoste*, of the *Bacchante*, 38, attacked a convoy of twenty-one sail in the harbour of Rovigno, under the fire of the batteries, which, however, were soon abandoned, when the boats of the two ships, with parties of royal marines, commanded by *Capt. Hoste*, landed, and drove the enemy out of the town, took possession of the batteries, disabled the guns, and demolished the different works. The enemy scuttled the greater part of the vessels on the approach of the boats, who destroyed or brought off the remainder.

August 4.—The boats of the *Milford*, 74, *Rear-Adm. Fremantle*, and the *Weazle* (slp.), 18, *James Black*, surprised the garrison of Ragosniza, and carried the battery, open in the rear, without much resistance, containing six guns and two mortars. The boats sustained no loss: the enemy had 2 k. and 1 w. The French seem to have attached much importance to this island, for the protection of their convoys, as two engineers, with a great number of artificers, were employed erecting a tower at the top of the hill, who, with

an officer of rank, made their escape; a captain, subaltern, and 61 soldiers, were made prisoners. The civic guard laid down their arms, and were permitted to return to their habitations.

September.—During this month Rear-Adm. Fremantle, of the *Milford*, with the *Wizard*, co-operated with the Austrian Gen. Nugent in dislodging the enemy from their posts on the northern coast of the Adriatic. Almost the whole of the islands from Lissa upwards were at this time wrested from the possession of the French. Capt. Gower landed at Fontane, and planted the imperial flag along that coast.

September 16.—The boats of the *Swallow* sloop, 18, E. R. Sibly, commanded by Lieut. S. E. Cook, pursued, came up with, close under D'Anzo, and although protected by two gun-boats and several others, captured the French brig *Guerriere*, of 4 guns and 60 stand of small arms. The boats had 2 k. and 4 w.

October 4.—Capt. W. Mounsey, of the *Furieuse*, 38, having discovered a convoy of nineteen vessels in the harbour of Marinels, protected by two gun-boats, a fort of two long 24-pounders, and a strong fortified castle and tower, despatched the boats, with the whole of the marines and boats' crews, under Lieuts. Croker and Lester, and Lieuts. Whylock and Davies, of marines, to storm the fort on the land side, whilst the ship anchored before it. After a few broadsides from the ship, the party on shore carried the battery and spiked the guns. The enemy retreated, and took the strong positions of the castle and tower, and kept up a constant fire of musketry through the loopholes, under which the party boarded and cut the cables of sixteen vessels, two of which were sunk in the entrance of the harbour, and fourteen brought out. On this occasion 2 men were killed and 10 wounded.

October 6.—A convoy of several vessels having been discovered in the mole of D'Anzo, protected by two batteries on the mole, one to the southward of the mole, and a tower, they were taken possession of, twenty-nine in number, twenty of which were laden with timber for the arsenal at Toulon, and all the works destroyed, by the boats of the *Edinburgh*, 74, G. H. L. Dundas; *Imperieuse*, 38, Hon. H. Duncan; *Resistance*, 38, F. Pellew; *Swallow*, *Eclair*, and *Pylades* sloops.

October 13.—Capt. J. Harper, of the *Saracen* sloop, 18, with the boats of that brig, those of the *Bacchante*, W. Hoste, and two Sicilian gun-boats, forced the passage between Castel Nuova and the fort of Rosa, at the Bocca of Cattaro, captured four gun-boats of the enemy, manned them, and, under the command of Lieut. Gosling, turned their guns, together with the guns of a battery, which the inhabitants had wrested from the French, against the fortifications of St. George's Island. In a quarter of an hour the enemy was driven from his guns, and possession was taken of the island.

October 29.—The town and citadel of Trieste surrendered to the Austrian and British arms. See TRIESTE.

November 9.—The port of Nouvelle was attacked, and the batteries stormed, by Lieuts. Hastings and Hunt, of the marines, under the command of Lieut. Hownam. Two vessels were captured and five destroyed; one man was wounded.

November 26.—The boats of the *Swiftsure*, 74, E. S. Dickson, under the direction of Lieut. W. Smith, captured, off Cape Roussee, in Corsica, the French schooner privateer *Charlemagne*, of 8 guns

and 93 men: 5 were killed and 15 wounded in the boats; the enemy's loss was about equal.

December 6.—The fortress of Zara capitulated to the combined Austrian and British arms.

1814, *January 5.*—The fortress of Cattaro surrendered. See CATTARO.

January 28.—Ragusa surrendered to the combined Austrian and British arms. See RAGUSA.

February 3.—A French frigate, the *Uranie*, having put into Brindisi to avoid the *Cerberus*, the *Apollo*, 38, B. W. Taylor, and *Havannah*, anchored off the port. Capt. Taylor sent in to inquire, as the Neapolitan government had joined the allies, and declared war against France, why they gave succour to an enemy's frigate? After much conversation on the subject, and the *Apollo* making a show of going into the port, the Frenchman landed his powder, and set fire to his ship.

February 13.—Capt. R. W. Taylor, of the *Apollo*, 38, with a detachment of troops from St. Maura, under Lieut.-Col. Church, landed, and took possession of the island Paxo, without firing a shot. A detachment of the enemy's squadron of three sail of the line and three frigates, under a rear-admiral's flag, was discovered standing to the southward from Toulon, by the squadron under the command of Vice-Adm. Sir E. Pellew. They tacked, to get back into port, and the fleet crowded all sail to cut them off. The *Boyne*, 98, George Burlton, leading in the most handsome manner, followed by the *Caledonia*, 110, could only, with every exertion, bring the *Romulus*, the sternmost of the line-of-battle ships, to action, which she closely engaged in a very superior style, receiving the fire of the other ships crossing her ahead. The enemy was running before the wind at the rate of ten knots, and so close to the rocks, that perceiving he could not be stopped, without the inevitable loss of the *Boyne* and *Caledonia*, Adm. Pellew waved to Capt. Burlton to haul to the wind. The fire of the *Romulus* had been repeatedly slackened, and from her disabled state, was evidently much pressed. The able manner in which the *Boyne* was commanded, in a very critical situation, called from the admiral a public expression of his approbation. She had 2 k. and 40 w., many of them slightly.

March 22.—Capt. W. Hoste, at the request of a deputation from the inhabitants of Parga, proceeded thither, and took possession; the French garrison consisted of 170 men, commanded by a colonel.

March 30.—The fortress of Santa Maria, with the forts and defences in the gulf of Spezzia, after a vigorous resistance, surrendered by capitulation to the British and Sicilian arms, under the command of Capt. J. Rowley, of the *America*, 74, and Lieut.-Col. Travers, accompanied by the *Edinburgh*, 74, Hon. G. L. Dundas; *Furieuse*, 38, W. Mounsey; *Swallow*, 18, E. R. Sibly; *Cephalus*, 18, E. Flin; his Sicilian majesty's corvette *Aurora*, Capt. Starte; and a division of Sicilian gun-boats, under Lieut. Le Hunte. The *Edinburgh* had 1 k. and 2 w.

April 11.—Capt. J. Brisbane, of the *Pembroke*, 74, in company with the *Aigle* and *Alcmene*, drove on shore under the guns in Port Maurizio, a convoy of twenty vessels, and after silencing the fire of the town, four of the vessels were brought off, with the captures of fifteen others. The *Pembroke* had 2 k. and 4 w.

April

April 17.—Genoa surrendered to the British and Sicilian arms. See GENOA.

April 24.—After an hour's cannonading, the fortress of Savona surrendered by capitulation to the British and Sicilian land and sea forces, under the orders of Col. Rocca, and Capt. C. Grant, of the Armada, 74.

May 25.—The boats of the Elizabeth, 74, E. L. Gower, under the directions of Lieut. Roberts, captured, under the guns of the isle of Vide, close to the town of Corfu, the Aigle French national xebec, mounting 8 guns, a howitzer, 2 swivels, with 41 men.

MILLER, Capt. R. W. See ST. VINCENT, TENERIFFE, and NILE.

MILNE, Vice-Adm. Sir David, K. C. B., was born in 1763, and entered the service at an early age. Mr. Milne was second lieutenant of the *Blanche* in the action with the French frigate *La Pique*, January 5, 1795, when the gallant Capt. Faulkner was shot; and as the boats of both ships were unfit to swim, he, with ten others, after she had surrendered, swam to *La Pique*, and took possession of her. He was immediately made a commander; soon after obtained the command of the *Alarm* frigate, of 32 guns; and on May 30, destroyed the French corvette *Liberté*, of 20 guns, off Porto-Rico. October 2, he was promoted to the rank of post captain, and commanded *La Pique* at the reduction of Demerary, Essequibo, and Berbice, in April and May 1796. On June 29, 1798, Capt. Milne, in company with the *Jason* and *Mermaid*, captured the French frigate *La Seine*, of 42 guns and 600 men. During the action, *La Pique* took the ground, and bilged; Capt. Milne therefore, with his officers and crew, removed into the prize, and destroyed her. The *Seine* was taken into the service, and in July Capt. Milne was appointed to command her. After cruising in the Channel, on October 20, 1799, he was sent with the outward-bound trade to Africa and the West Indies. On August 21, 1800, he captured, near the Mona Passage, the French frigate *La Vengeance*, of 52 guns, besides swivels. *La Seine* returned to England, and was put out of commission in March 1802. In May 1803 Capt. Milne was re-appointed to the *Seine*, and had the misfortune to be wrecked near the Texel in the night of the 25th of the following month. He afterwards commanded the Frith of Forth district of Sea Fencibles, until the breaking up of that corps in 1811. In the month of August in that year he was appointed to the *Impetueux*, 78, and went to the East Indies, from whence he returned in May 1812. In September he was appointed to the *Venerable*, 74, employed cruising off Cherbourg, and on the coast of Spain. December 4, 1813, he removed into the *Bulwark*, 74, and served some time on the coast of North America. At the general promotion, June 4, 1814, Capt. Milne was advanced to the rank of rear-admiral. Rear-Adm. Milne hoisted his flag in the *Impregnable*, 98, as second in command under Lord Exmouth, in the expedition against Algiers, August 27, 1816. The *Impregnable* had 210 men killed and wounded. His conduct on that occasion obtained the highest compliments from Lord Exmouth, who lamented that he had not been sooner known to him. He was nominated a K. C. B. September 21 in that year, and subsequently received the royal permission to wear the insignia of the orders of Wilhelm of the Netherlands, and St. Januarius of Naples, conferred on him by the respective sovereigns. He soon after
proceeded

proceeded to Halifax, as commander-in-chief on that station, in the *Leander*, of 60 guns, and continued there during the customary period of three years. Sir David attained the rank of vice-admiral May 27, 1825. See HOME STATION, June 29, 1793; and JAMAICA STATION, August 20, 1800.

MINORCA, the island of (S.), was taken by the forces under Gen. the Hon. C. Stuart and Com. J. T. Duckworth, November 15, 1798. The British squadron, consisting of the *Leviathan*, 74, Com. J. T. Duckworth; *Centaur*, 74, J. Markham; *Argo*, 44, J. Bowen; *Aurora*, 28, H. Digby; *Dolphin*, 44, J. Nesbit; *Coromandel* (A. T.), 24, Lieut. R. Simmonds; *Calcutta* (A. T.), 24, R. Poulton; *Ulysses* (A. T.), 44, T. Pressland; *Comorant*, 20, Lord M. R. Kerr; and *Constitution* (cutter), Lieut. Weston. The conquest of Minorca was effected without the loss of a single man. Beside naval stores, fourteen complete gun-boats, thirteen other large boats, two large merchant ships, a xebec, and four tartans, were taken. It was ceded to Spain by the treaty of Amiens, March 27, 1802.

MITCHELL, Adm. Sir Andrew, K. B., was a native of Scotland, and born about the year 1757. He was in the action on August 10, 1778, off *Coromandel*, in the East Indies, between the squadron commanded by Sir Edward Vernon, and that of the French under Monsieur Tranjolly; and for his active and spirited conduct was made post, in the *Coventry*, of 28 guns. On August 12, 1792, he fell in with the *Bellona*, a French 40-gun ship, off the island of Ceylon; and notwithstanding his own inferiority of force, he immediately attacked her, and after an action of two hours and a half, compelled her to make sail and sheer off. The *Coventry* had 15 men killed and 29 wounded. Sir Edward Hughes, who commanded at that period in the East Indies, thought so highly of this exploit, as to make it the principal subject of a letter to the Admiralty. Capt. Mitchell for his bravery in this action was promoted to the *Sultan*, of 74 guns. On June 20, 1783, he was in the partial and indecisive action off *Trincomalee*, between Sir Edward Hughes and Monsieur de Suffrein. On June 1, 1796, he was promoted to be rear-admiral of the blue; on February 20, 1797, to the same rank in the white; and on February 14, 1799, to be vice-admiral of the blue. On August 30, 1799, the Dutch fleet of eleven sail, under Adm. Storey, surrendered to Vice-Adm. Mitchell; and his majesty shortly after was pleased to invest him with the Order of the Bath. In 1802 he was appointed commander-in-chief at Halifax; was advanced to the rank of admiral of the blue in 1805, and died at Bermuda on February 26, 1806.

MONEY, Capt. R. See BALTIMORE and NEW ORLEANS.

MONTAGU, Adm. Sir George, K. G. C., was born December 12, 1750; he was made a lieutenant in 1770, and post captain April 15, 1773. At the commencement of the contest with our transatlantic colonies, Capt. Montagu was actively employed on the coast of America in the *Fowey*, of 20 guns. He was next appointed to the *Romney*, 50, bearing his father's flag at Newfoundland; and in 1779 was removed into the *Pearl* frigate, of 32 guns, and 220 men. On September 14, he fell in with, and after a gallant action of two hours, captured the *Santa Monica* Spanish frigate, of 32 guns and 200 men, 38 of whom were killed and 45 wounded: the *Pearl* had 12 k. and 19 w. Towards the end of the year, Capt. Montagu sailed with Sir George B. Rodney to the relief of Gibraltar, and was present at the capture of

of the Caracca convoy, on January 8, 1780, with which he returned to England in company with the Africa. Subsequent to this event he was ordered to America with despatches; and on September 30, when cruising off Bermuda, he captured, after a close action of two hours, *L'Esperance*, a French frigate, of 900 tons, having on board a valuable cargo, mounting 32 guns with 200 men, 20 of whom were killed and 24 wounded. On March 16, 1781, Capt. Montagu was in company with Vice-Adm. Arbuthnot, when that officer encountered Monsieur de Ternay. He returned to England, and the Pearl was put out of commission in June 1782. During the Spanish armament in 1790, Capt. Montagu commanded the *Hector*, 74; and at the commencement of the war with the French in 1793, he accompanied Rear-Adm. Gardner to Barbadoes, where he arrived in the latter end of April. From thence he went to Jamaica, and after a short interval, returned to England with a large convoy of West Indianmen, and arrived at Spithead in October. He cruised in the Channel, under Com. Pasley, until his promotion to a flag, which took place April 12, 1794, when he joined the Channel fleet, commanded by Earl Howe. Early in May he was detached with a squadron, to escort the outward-bound East India fleet and other convoys as far as the parallel of Cape Finisterre, from whence he returned to Plymouth May 31. Immediately on the arrival of the news of Lord Howe's action of June 1, the rear-admiral was reinforced and ordered to sea. A few days after he discovered the enemy's fleet, with their disabled ships in tow between L'Orient and Brest; but they were so near the latter port, that he had no hopes of bringing them to action, and had the mortification to see several of the ships enter the road of Brest. After cruising a few days, he returned to Cawsand Bay on the 12th; and in the ensuing month struck his flag, and came on shore for the recovery of his health, which was much affected by the death of his brother, Capt. James Montagu, who had fallen while commanding the *Montagu* in the late battle. He attained the rank of vice-admiral June 1, 1795, and full admiral January 1, 1801. In June 1803, Adm. Montagu hoisted his flag in the *Royal Sovereign*, as commander-in-chief at Portsmouth, and continued in that command until January 1809, during which period he executed the arduous duties of his office to the entire satisfaction of the different Admiralty boards. In August 1810, a large body of captains, who had fitted out at that port whilst he commanded there, presented Adm. Montagu with a superb piece of plate, as a testimony of their respect and esteem. January 2, 1815, he was nominated a K. G. C.

MONTAGU, Capt. James, killed. See FIRST OF JUNE.

MONTE VIDEO. On February 3, 1807, this important fortress and city was taken by assault, after a most determined resistance from the Spaniards, by the troops under the command of Brig.-Gen. Auchmuty, and a squadron of ships under the command of Rear-Adm. Stirling, in the Rio de la Plata. A descent was effected on January 16, near Carreta Point, about eight miles from the city, without opposition. On the 19th, the army moved forward; about 4000 of the enemy's horse were observed to occupy two heights to his front and right. As the army advanced towards Monte Video, a heavy fire of round and grape opened upon it; but a spirited charge in front forced the enemy to retreat, and the army took up a position about two miles from the citadel. The next morning the enemy came out of the town and attacked the

British

British with their whole force, about 6000 men and a number of guns; the conflict was severe, and many fell on both sides: the enemy at length gave way, and were pursued with great slaughter to the town. Their loss was estimated at 1500; their killed might amount to between 200 and 300; the same number of prisoners was taken; but the principal part of the wounded got back into the town: the loss of the British was comparatively trivial. The defences of Monte Video had been reported weak, and the garrison disposed to submit; but the works were truly respectable, with 160 pieces of cannon, and they were ably defended. On the 25th, batteries were opened, and all the frigates and smaller vessels came in, as close as they could with safety, and cannonaded the town; but the garrison was not intimidated into a surrender. More batteries were erected, and at length a breach was reported practicable on the 2d instant. Orders were issued for the assault the ensuing morning: the governor was summoned to surrender; but no answer was returned. About 800 seamen and marines, under the orders of Capt. Donnelly, had been landed by Adm. Stirling to act with the troops: at the appointed hour the assault was made; the troops approached near the breach before they were discovered, when a destructive fire from every gun that could bear upon it, and from the musketry of the garrison, opened upon them. Heavy as it was, the loss would have been trivial, if the breach had been open; but during the night, and under the fire of the assailants, the enemy had barricaded it with hides, so as to render it nearly impracticable. The night was extremely dark; the head of the column missed the breach, and when it was approached, it was so shut up, that it was mistaken for the untouched wall. In this situation the troops remained under a heavy fire for a quarter of an hour, when the breach was discerned by Capt. Rennie, of the 40th Light Infantry, who pointed it out, and gloriously fell as he mounted it. Our gallant soldiers rushed to it, and difficult as it was of access, forced their way into the town. Cannon were placed at the head of the principal streets, and their fire for a short time was destructive; but the troops spread in all directions, clearing the streets and batteries with their bayonets, and overturning their cannon. The 40th regiment, with Col. Browne, followed; but they also missed the breach, and twice passed through the fire of the batteries before they found it. The 67th regiment was posted near the north gate, which the troops who entered at the breach were to open for them; but their ardour would not let them wait; they scaled the walls, and entered the town as the troops within approached it. At daylight every thing was in possession of the troops, except the citadel, which made a show of resistance, but soon surrendered.

Adm. Stirling on the preceding day had made such disposition of the smaller vessels and armed boats, as appeared most likely to answer a desired purpose; and so soon as Fort St. Philip was in possession of the British troops, Lieut. W. Milne, with the armed launches, attacked the island of Ratones, mounting 10 guns and garrisoned by 70 men, which surrendered without resistance, although well adapted for defence, and might have given considerable annoyance. A very fine frigate, of 28 guns, was set fire to by her crew and blew up, as also three gun-boats. The total number of the British troops who were killed in the different engagements was 144, wounded 419, and missing 8; Lieut.-Cols. Brownrigg and Vassal, Major Dalrymple, Capt. Rennie, Capts. Mason, Dick-

son, and Beaumont, Lieuts. Fitzpatrick, Alston, and Irwine, were amongst the slain. The assault was most destructive, there being 118 k. and 279 w.; of the seamen and marines 6 were killed, 28 wounded, and 4 missing; the enemy's loss was very great, about 300 k., 500 w., and the governor, Don Pasquil Ruiz Huidobro, with upwards of 2000 officers and men, were made prisoners; about 1500 escaped in boats, or secreted themselves in the town. The prizes taken were fifty-seven ships of war and merchantmen, fifteen sloop-rigged gun-boats, and six row-boats with guns. The names of the ships composing the British squadron were, the *Diadem*, 64, Rear-Adm. C. Stirling, Capt. S. Warren; *Raisable*, 64, J. Rowley; *Ardent*, 64, R. Donnelly; *Lancaster*, 64, W. Fothergill; *Uncorn*, 32, L. F. Hardyman; *Medusa*, 32, Hon. D. P. Bouverie; *Daphne*, 22, F. Mason; *Howe*, 38, E. Killwick; *Charwell*, 18, E. H. Chamberlayne; *Pheasant*, 18, J. Palmer; *Encounter* (g.bg.), Lieut. J. H. Talbot; *Staunch* (g.bg.), Lieut. B. Street.

MONTRESOR, Capt. Henry, C. B. See NEW ORLEANS.

MOORE, Vice-Adm. Sir Graham, K. C. B., brother of the gallant Sir John Moore, who fell at Corunna, was made a commander in 1790. About the close of the year 1792, he was appointed to the *Bonetta* sloop, and in 1793 sent to Newfoundland, from whence he proceeded to the West Indies. He was promoted to the rank of post captain April 2, 1794; and in July following was appointed to the *Syren*, 32, in the North Sea. May 9, 1795, being attached to a squadron of frigates, under the command of Sir R. J. Strachan, he assisted at the capture of eleven vessels, laden with ship timber, &c. In August 1796 Capt. Moore removed into the *Melampus*, 36; and on November 13, he assisted in driving on shore and destroying, at the entrance of Barfleur harbour, *L'Etonnant* corvette, of 18 guns, and in capturing *L'Etna*, of 20 guns. January 23, 1798, after a short but close action, he captured *La Volage* French corvette, of 22 guns and 195 men, 4 of whom were killed and 8 wounded; the *Melampus* had 5 wounded. In March he captured *Le Mercure* privateer, of 16 guns and 103 men. He was attached to the squadron under the command of Sir J. B. Warren, at the defeat and capture of the French squadron off the coast of Ireland in October. April 15, 1799, he captured *Le Papillon* French privateer, of 14 guns and 123 men; and on the 18th chased *La Nan-tois* privateer, of 14 guns and 150 men, which overset, and all her crew perished. On March 18, 1800, he was sent to the West Indies with a convoy, where he remained till November 1801. In July 1803, Capt. Moore was appointed to the *Indefatigable*, 44, employed in the Channel; and on October 5, 1804, he commanded a squadron of frigates, consisting of, besides his own ship, the *Medusa*, *Amphion*, and *Lively*, which fell in with a squadron of four Spanish frigates off Cape St. Mary; after a short action, in which *La Mercedes*, of 36 guns, blew up, the other three, namely, *La Medee*, of 42, *La Fama*, of 36, and *La Clara*, of 36 guns, were captured. These frigates were all laden with rich merchandise, and gold and silver bullion. In September 1807, Capt. Moore was appointed to the *Marlborough*, 74; and in the ensuing month was sent by Sir Sydney Smith as commander of a squadron, to escort the royal family of Portugal from Lisbon to Rio Janeiro, in Brazil, where they arrived in safety March 7, 1808. Previous to his return from thence he was invested by the Prince Regent with the insignia of the Order of the Tower and Sword. In the autumn of 1809, the

Marlborough

Marlborough formed part of the squadron under Sir R. J. Strachan at Flushing; and Capt. Moore was charged with the destruction of the basin, arsenal, and sea defences of that place. In October 1811, he obtained the command of the Royal Sovereign yacht; and in January 1812, was appointed to the *Chatham*, 74, in which ship he remained until he was promoted to the rank of rear-admiral August 12 following. In June 1813, the rear-admiral hoisted his flag in the *Vigo*, 74, as second in command in the Baltic, under Rear-Adm. Hope, who soon after left him in the chief command. He subsequently served as captain of the Channel fleet, under Lord Keith. He was nominated a K. C. B. January 2, 1815; and in May 1816, he succeeded Lord Henry Paulet at the Admiralty Board, where he remained until the beginning of 1820. Sir Graham was then appointed commander-in-chief in the Mediterranean, for which place he sailed with his flag in the *Rochfort*, 80, on August 11, where he remained for the usual period of three years. He attained the rank of vice-admiral August 12, 1819. See HOME STATION, October 12, 1798; MEDITERRANEAN STATION, October 5, 1804; and WALCHEREN.

MOORSOM, Vice-Adm. Sir Robert, K. C. B., was made a post captain November 22, 1790. In April 1805 Capt. Moorsom was appointed to the *Revenge*, 74, which ship formed part of the fleet under the orders of Lord Nelson, and took an active part in the ever-memorable battle off Trafalgar, October 21: she had 28 k. and 51 w. including the captain. At the public funeral of Lord Nelson, Capt. Moorsom bore that heroic chief's great banner. In January 1808 he was selected by Lord Mulgrave to be his private secretary at the Admiralty Board; and April 26, he was nominated to a colonelcy of marines. In March 1809 he took a seat at the Admiralty Board, which he held till July 1810. On the 31st of the same month he was promoted to the rank of rear-admiral; and on June 4, 1814, advanced to the rank of vice-admiral. On January 2, 1815, the vice-admiral was nominated a K. C. B.

MORESBY, Capt. Fairfax, C. B. See TRIESTE.

MORRIS, Vice-Adm. Sir James Nicoll, K. C. B., commanded the *Pluto*, of 14 guns, at the commencement of hostilities with republican France; and on July 25, 1793, captured off the coast of Newfoundland the French national brig *Le Lutin*, of 16 guns. He was then appointed to the *Boston* frigate, of 32 guns, vacant by the death of Capt. Courtenay, who was killed in action with the French frigate *Ambuscade* on July 31. His post commission bears date October 7, 1793. Subsequent to his return to England in January 1795, he was actively employed in the Channel, and on the coasts of Spain and Portugal. April 16, 1797, he captured *L'Infant de la Patrie*, of 16 guns and 130 men. He was afterwards removed into the *Lively*, 32, in which ship he had the misfortune to be wrecked on the rocks of Roata, near Cadiz, in April 1798. His next appointment was in July 1799 to the *Melpomene*, 44, from which ship he removed into the *Phæton*, 38; and on September 4, sailed from Portsmouth, with the Earl of Elgin and suite on board, on an embassy to the Sublime Porte. He arrived at the Dardanelles November 2, and on the following day landed the ambassador and suite at Constantinople. October 25, 1800, the barge and two cutters of the *Phæton*, under the direction of Lieut. Francis Beaufort, boarded and carried the Spanish polacre-rigged ship *San Josef*, of 14 guns and 56 men, moored under the protection

tion of a five-gun battery near Malaga. Lieut. Beaufort and three others were wounded. The Spaniards, besides some that were driven overboard, had 13 w. May 16, 1801, the boats of the *Phaeton* and *Naiad* cut out two armed packets, *La Alcudia* and *El Raposo*, from under a heavy battery near Pontevedra. In March 1802, the *Phaeton* was put out of commission at Deptford. In October 1803, Capt. Morris was appointed to the *Leopard*, of 50 guns; and in May 1804, removed into the *Colossus*, 74. He was present at the memorable battle off Trafalgar, October 21, 1805, on which occasion the *Colossus* had 40 k. and 160 w.; among the latter was her commander. For his distinguished conduct on that day, Capt. Morris, in common with his brother officers, received a gold medal, and the thanks of both houses of parliament. He retained the command of the *Colossus* until February 1809. In April 1810 he was appointed to the *Formidable*, 98, and joined the Baltic fleet; and in July following he was nominated to a colonelcy of royal marines. On August 1, 1811, he was promoted to the rank of rear-admiral; in February 1812, was appointed to a command on the Baltic station, and hoisted his flag in the *Vigo*, 74, which he struck in April 1813. He was nominated a K. C. B. January 2, 1815, and attained the rank of vice-admiral August 12, 1819.

MORTLOCK, Capt. Lewis. See **HOME STATION**, January 3, 1799.

MOSSE, Capt. J. R. See **COPENHAGEN**.

MOUBRAY, Rear-Adm. Richard H., C. B., was born in 1776, entered the naval service at an early age, and after serving as midshipman, lieutenant, and commander, in several ships, and on various services, with great credit to himself, he was promoted to the rank of post captain April 10, 1797. In the month of November 1801, Capt. Moubray was appointed to the command of the *Maidstone* frigate, of 32 guns, and on April 2, 1802, was sent to the Mediterranean, with despatches relative to the ratification of the Treaty of Amiens. On June 14, 1803, he captured the French national brig *L'Arab*, of 8 guns; and in August removed into the *Active*, 38, employed principally in watching the enemy's motions off Toulon. In April 1805, he was despatched with the intelligence of Adm. Villeneuve's having proceeded down the Mediterranean, to the fleets stationed off Brest and Ireland. April 27, 1806, while cruising off Ireland, he captured the French schooner letter of marque *Les Amis*, of 4 guns and 20 men. June 15, he again proceeded to the Mediterranean with a convoy; and in February 1807, accompanied Vice-Adm. Sir J. T. Duckworth to the Dardanelles, where he greatly distinguished himself in the battle off Point Pesquies. See **CONSTANTINOPLE**. Returning through the Dardanelles, in company with the fleet, March 3, the *Active* received a granite shot, weighing 800lb. and measuring six feet six inches in circumference, which passed through her side about two feet above the water, and lodged in the orlop deck. Capt. Moubray was afterwards employed in the Adriatic, where he assisted at the capture of the Italian brig of war *Friedland*, of 16 guns. In July 1808 he removed into the *Montagu*, 74, and assisted at the reduction of Santa Maura, in April 1810, under the command of Capt. G. Eyre, and Brig.-Gen. Oswald: the *Montagu* had 4 k. and 21 w. In April 1811 he exchanged into the *Repulse*, of 74 guns, and from that period, till near the conclusion of the war, was

employed in the in-shore squadron off Toulon. Early in 1814 Capt. Moubray escorted a convoy of merchantmen from Malta to England; and in June the *Repulse* was put out of commission. He was nominated a C. B. June 4, 1815, and promoted to the rank of rear-admiral July 19, 1821.

MOUNSEY, Capt. William, C. B. See **AMERICAN STATIONS**, August 6, 1809, and **MEDITERRANEAN STATION**, February 26, 1813.

MUDGE, Capt. Zackary, commanded the *Fly* sloop of war in 1799, and on February 6 captured *La Glencur* French cutter privateer, of 6 guns and 32 men, off Portland; and on August 24, in the ensuing year, he captured the *Trompeur* French cutter privateer. He was promoted to post rank November 15, 1800, and in April 1801 was appointed to *La Constance*, of 24 guns. June 7, 1801, he captured off *Vigo*, the Spanish lugger privateer *Venture*, of 2 guns and 27 men; and on the following day, the Spanish national cutter *El Duides*, of 8 guns. Having escorted home a large convoy in safety, he again sailed; and on July 27 chased a brig and a lugger; when the *Stork* sloop appearing in sight, the former ran on shore near Cape Ortegal, from whence she was got off by the boats commanded by Lieut. Stupart, of *La Constance*, from under the fire of the militia. She proved to be *El Cantara* Spanish privateer, of 22 guns and 110 men: her consort the lugger, mounting 12 guns, was also taken. In October 1802, Capt. Mudge was appointed to the command of the *Blanche*, 36. On the recommencement of hostilities in 1803, he was employed cruising in the Channel; on July 4, sailed for the West Indies with a convoy, and on his arrival was attached to a squadron, under Capt. Loring of the *Bellerophon*, employed in the blockade of St. Domingo, on which station he cruised with great activity and success against the enemy, capturing many of their vessels. On July 19, 1805, the *Blanche* fell in with, and after a brave resistance, was captured by a French squadron, consisting of one frigate and three corvettes; the British frigate was so much cut up, that she sunk in a few hours after being taken possession of. See **BLANCHE**. On October 14, in the same year, Capt. Mudge was honourably acquitted of all blame for the loss of the ship by a court martial. In November following, he was appointed to the *Phoenix* frigate, of 36 guns, stationed in the Channel. On January 29, 1810, the boats of the *Phoenix*, in company with those of the *Jalousie* sloop, commanded by Lieut. Monday, gallantly boarded and captured the French privateer brig *Le Charles*, of 14 guns and 90 men. The *Phoenix's* boats had 1 k. and 1 w.

MULCASTER, Capt. William H., C. B. See **ONTARIO LAKE**.

MUNDY, Capt. George, C. B., was born in 1777, entered the navy as midshipman on board the *Blanche* frigate, and after several years of active service as midshipman, lieutenant, and commander, with great credit to himself, he obtained post rank, February 10, 1801. In May 1802 Capt. Mundy was appointed to the *Carysfort* frigate, of 28 guns, from which ship he removed into the *Hydra*, 38, in the following November, and was employed in the Channel. August 23, 1804, he proceeded with a convoy to the Mediterranean, and afterwards joined Lord Nelson off the coast of Spain. In April 1805, when Lord Nelson went down the Mediterranean in pursuit of the French squadron which had escaped from Toulon, the *Hydra* was left to assist in protecting Sardinia, Sicily, &c. After the battle

de off Trafalgar, October 21, Capt. Mundy was stationed off Cadiz, with the Moselle, of 18 guns, under his orders, for the purpose of watching four French frigates, then lying in Cadiz harbour. They came out on February 26 at night, and he succeeded in cutting off and capturing Le Furet national brig, of 18 guns, which accompanied them. On April 28, after a chase of 230 miles, he captured the Spanish national schooner Argonauta, pierced for 12 guns, bound to Buenos Ayres with despatches. On August 7, 1807, the boats of the Hydra, covered by the fire of that ship, cut out from the harbour of Begu, on the coast of Catalonia, whither she had chased them the preceding day, three armed polaccas, namely, the Prince Eugene, of 16 guns and 130 men; La Belle Caroline, of 10 guns and 40 men; and El Carmen de Rosario, of 4 guns and 20 men. In July 1808 he returned to England, and the ship having undergone some necessary repairs, in November following he sailed again for the Mediterranean, where Capt. Mundy was employed co-operating with the Spanish patriots on the coast of Catalonia, until the month of October 1809, after which he was stationed off Toulon, to watch the motions of the enemy in that port. In February 1810, the Hydra being found very defective, she was ordered to Gibraltar, from whence she sailed for England, with several transports under her protection, in August, and was shortly after put out of commission. On October 14, 1814, Capt. Mundy was appointed to the Ajax, 74; and in April 1815 joined the fleet, under Lord Exmouth, in the Mediterranean, where he was again actively employed. After Napoleon Buonaparte had returned to France from Elba, Capt. Mundy was despatched to Marseilles, with discretionary powers, to ascertain, if possible, the sentiments of the inhabitants of that city, and to act accordingly. His conduct on this (as indeed on every other) occasion, was highly approved of by the commander-in-chief. In March 1816 he accompanied Lord Exmouth to Algiers, Tunis, and Tripoli; and in July returned to England, when the Ajax was put out of commission. Capt. Mundy was nominated a C. B. in 1815. See MEDITERRANEAN STATION, February 27, and April 28, 1806; and August 7, 1807.

MURRAY, Vice-Adm. George, was born at Chichester, the son of a magistrate, and alderman of that city. He became the protégé of Com. Sir Peter Parker, on board the Bristol, during the American war, and was in the attack on Sullivan's Island, when the Bristol suffered exceedingly, her loss being upwards of 100. After serving some time in America, with great credit to himself, he returned with Lord Howe to England; and in 1781 was first lieutenant of the Monmouth, Capt. James Alms, one of the ships which sailed under Com. Johnstone with a convoy to the East Indies. In April they were attacked by a fleet, under Suffrein, in the neutral harbour of Porto Praya, in the Portuguese island of St. Jago; and the Monmouth was distinguished by the well-directed fire that she kept up against Suffrein's ship, which anchored abreast of her. The Monmouth having joined Sir Edward Hughes in the East Indies, was in the action of February 17, 1782. On April 12, another action took place, off the island of Ceylon, in which Capt. Alms was left on his quarter-deck, with only his first lieutenant, Mr. George Murray, and Mr. Tatlock, his master; 45 of his men were killed and 102 wounded. On July 5 following, another battle was fought, and the Monmouth had 14 men wounded; and on September 2 the

fleets engaged again. So highly were Lieut. Murray's services estimated by Sir Edward Hughes in these several actions, that, immediately after the last-mentioned engagement, he made him a master and commander, and promoted him to the command of a very fine frigate. Sir Edward Hughes's last action with Suffrein took place on June 20, 1783; not long after which, the war having terminated, Capt. Murray was appointed to the *Indefatigable*, of 74 guns, in which he returned to England. Thus, at the age of about three-and-twenty, through severe and active service in America, and afterwards through the bravest and most desperate actions of those days, did this officer, by his own merit and indefatigable exertions, fight his way, from a midshipman to a post captain. On April 23, 1794, he commanded *La Nympe*, in the engagement between Sir J. B. Warren's squadron and one of French frigates from Concale Bay. Capt. Murray, in the *Edgar*, led the van in the battle off Copenhagen, who, as Lord Nelson says, *set a noble example of intrepidity*. In 1803 he became, at Lord Nelson's request, captain of his fleet. Amidst the fatigues of first *hunting* the French fleet in the Mediterranean, in the pursuit of them afterwards to the West Indies, much depended upon the captain, and the task was most ably performed by the man of Lord Nelson's choice. On his return to England, Capt. Murray found himself promoted to a flag; but in consequence of the death of his father-in-law, to whom he was left executor, he was separated from Lord Nelson. After arranging his father-in-law's affairs, he was appointed to command the naval part of the expedition against Buenos Ayres, conjointly with Lieut.-Gen. Whitelocke, who commanded the army. The result was unfortunate and disastrous; but the exertions of Rear-Adm. Murray were equally meritorious as though they had been crowned with success. In 1809 he was made a vice-admiral; and in 1815, K. C. B. He died in 1819. See COPENHAGEN, ST. VINCENT, and BUENOS AYRES.

N.

NAGLE, Adm. Sir Edmund, K. C. B., is a nephew of that celebrated orator, the late Right Hon. Edmund Burke. With the period of his birth, or of his entering the service, we are not acquainted; but he commanded the *Polecat* sloop, of 14 guns, in the American war, and was removed from her into the *Racoon*, of the same force, in which vessel he had the misfortune to be captured by two French frigates, off the Delaware River, but was soon liberated by Capt. Elphinstone, who captured *L'Aigle*, the ship to which the *Racoon's* crew had been conveyed. He was afterwards appointed to the *Duc d'Estillac*, 14, on the Jamaica station, and was posted on January 27, 1783. At the commencement of the war with France in 1793, he commanded the *Active* frigate, and subsequently the *Artois*, of 44 guns and 281 men, on the French coast, under the orders of Com. Sir J. B. Warren. In August 1794 he was present at the destruction of *La Felicité* French frigate, and two corvettes. On October 21, in company with a squadron, under Sir Edward Pellew, he joined in chase of an enemy's frigate, and by superior sailing came up with, and engaged her forty minutes; on the others coming up she struck, and proved to be *La Revolutionnaire*, of 44 guns and 351 men: she had 8 k. and 9 w.; the *Artois* had 3 k. and 5 w. For his gallant conduct on this occasion, he

he received the honour of knighthood. On July 31, 1797, when reconnoitring the harbour of Rochelle, the *Artois* ran on a bank, and was wrecked. For a short time in 1801 Sir Edmund commanded the *Montagu*, 74, and afterward the *Juste*, of 80 guns, during the remainder of the war. On the renewal of hostilities in 1803 he was appointed to a division of the sea fencibles, from Emsworth to Beachy Head, on which service he continued until November 9, 1805, when he was made a rear-admiral. About the beginning of 1808 he hoisted his flag as commander-in-chief at Guernsey, from whence he removed to Leith, where he remained until the general promotion, July 31, 1810, when he attained the rank of vice-admiral. In 1813 he was governor of Newfoundland, having his flag in the *Antelope*, 50; and in the following year, when the allied monarchs reviewed the fleet at Spithead, he had the distinguished honour of being nominated a naval aide de camp to his present majesty, then Prince Regent. He was nominated a K. C. B. January 2, 1815, and attained the rank of full admiral August 12, 1819.

NAPIER, Capt. Charles, C. B. See LEEWARD ISLAND STATION, April 14, 1809; MEDITERRANEAN STATION, July 21, 1811, May 14, 1812, February 26, 1813; and ALEXANDRIA.

NAPLES. A series of operations, in which a squadron of the British fleet, under Capt. Campbell, co-operated with the Austrian army, under Gen. Bianchi, terminated in a military convention, signed May 20, 1815, which dispossessed Murat of the throne of Naples, and restored it to King Ferdinand the Fourth. The squadron consisted of the *Tremendous*, 74, R. Campbell; *Alcmene*, 38, Jer. Coghlan; and *Partridge*, 18, M. Adye. These ships having appeared off the city of Naples, Prince Cariati was sent by Madame Murat to negotiate for the surrender of the ships, and Capt. Campbell dictated the terms, which were agreed to. Murat escaped from the city in disguise, and his wife went on board the *Tremendous*, which afterwards proceeded to Gaeta, to receive her children on board, and then to Trieste.

NASH, Capt. John. See SURINAM.

NEALE, Vice-Adm. Sir Harry Burrard, bart., G. C. B., was promoted to the rank of post captain, February 1, 1793, and commanded *L'Aimable* frigate, of 32 guns, at the reduction of Bastia. On May 23, 1794, he captured *La Moselle* corvette, of 18 guns, off the *Hieres* Islands. In April 1795 he was appointed to the command of the *St. Fiorenzo* frigate, of 42 guns, in which frigate his late Majesty occasionally made short marine excursions from Weymouth. On March 9, 1797, being off Brest, in company with *La Nymphé*, 36, Capt. J. Cooke, they captured two French frigates, *La Resistance*, of 48, and *La Constance*, of 24 guns. During the mutiny at the Nore, the mutineers endeavoured to seduce the crew of the *St. Fiorenzo* from their duty, but their loyalty was not to be shaken. April 9, 1799, the *St. Fiorenzo* and *Amelia*, 44, had a warm action near Belleisle, with three French frigates, one of 48, the others of 44 guns each; it lasted nearly two hours, when the enemy retreated, much shattered. The *St. Fiorenzo* had 1 man k. and 18 w.: the *Amelia* had 2 k. and 17 w. This action reflects the highest honour on all the officers and men engaged in it. In March 1801 Sir Harry was appointed to the *Centaur*, 74; and subsequently to the *Royal Charlotte* yacht, the command of which he held until January 1804, when he took a seat at the Ad-

miralty Board. In the ensuing month of June he vacated his seat at the board, and was appointed to the Royal Sovereign yacht, from which, in December 1805, he removed into the London, 98, attached to the squadron under Sir J. B. Warren. March 13, 1806, in company with Sir J. B. Warren's flag-ship, the Foudroyant, 80, and the Amazon, 38, the London being to windward, at about half-past three o'clock *a. m.*, fell in with two ships, to which he gave chase, and after a running fight of about six hours, in which the Amazon joined, compelled them to strike their colours. They proved to be the Marengo, of 80 guns and 740 men, and Belle Poule, of 40 guns and 320 men. On this occasion the London had 10 men *k.* and 22 *w.*: the Amazon 4 *k.* and 6 *w.* The enemy had 65 *k.* and 80 *w.*: among the latter, the French admiral Linois. In May 1808 Sir Harry was appointed captain of the Channel fleet, under Lord Gambier, in the Ville de Paris, 110, from which ship he followed his lordship into the Caledonia, 120, in the month of August, and was present at the destruction of the French ships in Aix Road, on April 12, 1809. For his conduct on that occasion, he, in common with the other officers, received the thanks of Parliament. He quitted the Caledonia in May 1809, and in the ensuing November was appointed to the Royal Sovereign yacht. Sir Harry was promoted to the rank of rear-admiral July 31, 1810; and in October hoisted his flag in the Caledonia, as commander of the blockading squadron off Rochefort. In January 1811 the rear-admiral had his flag flying in the Boyne, 98, where it remained until March 1813, when he shifted it into the Ville de Paris, 110, where it continued until the peace. He attained the rank of vice-admiral June 4, 1814; was nominated a K. C. B. January 2, 1815, and G. C. B. September 14, 1822.

NELSON, Vice-Adm. Lord Viscount Horatio. This giant veteran, the favourite of victory, the pride of his country, and the scourge of her foes, was the third son of the Rev. Edmund Nelson, rector of Burnham Thorpe, in the county of Norfolk: at twelve years of age, in the year 1770, he was entered on board the Reasonable, of 64 guns, at that time commanded by his maternal uncle, Capt. Suckling, one of those ships ordered to be equipped, in consequence of the rupture at that time apprehended, relative to the Falkland Islands. The matter in dispute being however speedily accommodated, the Reasonable was put out of commission; and a life of indolence, even for a single day, being considered highly improper by Capt. Suckling, his nephew, by his advice, made a voyage in the mercantile service to the West Indies, under the care of Mr. John Rathbone. On his return, his uncle having been appointed to the command of the Triumph, 74, a guardship at Chatham, he was entered a midshipman on board the same. It is said that he had imbibed the strongest prejudice to the naval service, which was obviated and completely removed by his uncle's judicious conduct. He next entered as coxswain to Capt. Lutwidge, of the Carcase, one of two vessels sent on a voyage for the discovery of the North West passage. In so high a degree did he acquire the confidence of his commander, that when the vessels were in a most perilous situation, being jammed up by the ice, Mr. Nelson, notwithstanding his youth, was appointed to command one of the boats sent out for the purpose of attempting to find a passage into the open water. During this expedition, Mr. Nelson

was

was missed in the night; but was at length discovered, on the return of day, in pursuit of a large bear. He was only armed with a musket, the lock of which had been rendered useless; yet he had the resolution and intrepidity to pursue the animal, in the hope of tiring it out, and knocking it down with the but-end of his piece. Upon his return, being reprimanded by the captain, and asked the reason for his rash conduct, he answered—"I was in hopes, sir, of getting a skin for my father." On his return to England, he entered on board the *Seahorse*, 20, commanded by the gallant Capt. Farmer, one of a small squadron destined for the East Indies. The climate disagreeing with him, he returned to England, and on December 26, 1776, was appointed acting lieutenant of the *Worcester*, then under sailing orders for Gibraltar, with a convoy. On April 9, 1777, he was appointed second lieutenant of the *Lowestoffe*, 32, Capt. W. Locker, which proceeded to Jamaica. In a strong gale of wind, and a heavy sea, the *Lowestoffe* captured an American letter of marque. The captain ordered the first lieutenant to board her, which he attempted, but was not able to effect, owing to the tremendous sea running. On his return to the ship, Capt. Locker exclaimed—"Have I then no officer who can board the prize?" On hearing this, the master immediately ran to the gangway, in order to jump into the boat, when Lieut. Nelson suddenly stopped him, saying—"It is my turn now—if I come back, it will be yours." In 1779, Mr. Nelson was appointed by Sir Peter Parker, then commander-in-chief on that station, to be third lieutenant of the *Bristol*. He rose to be first lieutenant, and was promoted to the command of the *Badger* sloop of war, in which he was ordered to the Mosquito shore, for the better protection of the baymen from the depredations of the American privateers. Here his conduct procured him the entire love of the settlers. On his return to Jamaica, he preserved from destruction the *Glasgow*, 20, Capt. Lloyd, and all the crew, the ship having taken fire, owing to carelessness in drawing off a cask of rum. On June 11, 1779, he was made post captain, and appointed to the *Hinchinbrook*, 26. An attack upon the island of Jamaica being daily apprehended from the French, Capt. Nelson was appointed to command the important batteries which defended Port Royal. At the commencement of 1780 he was appointed to the chief command by sea, of an expedition against the Spanish settlements, on the river St. John, in the gulf of Mexico. Not content with coldly fulfilling the strict letter of his duty, he quitted his ship, and volunteering his services up the river, through a navigation then known only to Spaniards, contributed most essentially to the capture of Fort St. Juan. Capt. Poulson, the commanding officer by land, in his public despatches, paid a well-merited tribute to his conduct. Sickness obliged him to return to Jamaica, where he had been promoted to the command of the *Janus*, 44. It does not appear whether he ever proceeded to sea in that ship: his health continuing much impaired, he returned to England at the close of the same year. On his speedy recovery, he was appointed, in August 1781, to the *Albemarle*, 28. He was sent to Newfoundland, in company with Capt. Pringle, who commanded the convoy sent thither with the outward-bound fleet, in the month of April 1782. In a cruise off Boston, he was chased by three French ships of the line, and finding, according to the seaman's phrase, that his pursuers had the heels of him, he pushed for the St. George's bank, among the shoals of which he hoped to entangle

Marlborough formed part of the squadron under Sir R. J. Strachan at Flushing; and Capt. Moore was charged with the destruction of the basin, arsenal, and sea defences of that place. In October 1811, he obtained the command of the Royal Sovereign yacht; and in January 1812, was appointed to the Chatham, 74, in which ship he remained until he was promoted to the rank of rear-admiral August 12 following. In June 1813, the rear-admiral hoisted his flag in the Vigo, 74, as second in command in the Baltic, under Rear-Adm. Hope, who soon after left him in the chief command. He subsequently served as captain of the Channel fleet, under Lord Keith. He was nominated a K. C. B. January 2, 1815; and in May 1816, he succeeded Lord Henry Paulet at the Admiralty Board, where he remained until the beginning of 1820. Sir Graham was then appointed commander-in-chief in the Mediterranean, for which place he sailed with his flag in the Rochfort, 80, on August 11, where he remained for the usual period of three years. He attained the rank of vice-admiral August 12, 1819. See HOME STATION, October 12, 1796; MEDITERRANEAN STATION, October 5, 1804; and WALCHEREN.

MOORSOM, Vice-Adm. Sir Robert, K. C. B., was made a post captain November 22, 1790. In April 1805 Capt. Moorsom was appointed to the Revenge, 74, which ship formed part of the fleet under the orders of Lord Nelson, and took an active part in the ever-memorable battle off Trafalgar, October 21: she had 28 k. and 51 w. including the captain. At the public funeral of Lord Nelson, Capt. Moorsom bore that heroic chief's great banner. In January 1808 he was selected by Lord Mulgrave to be his private secretary at the Admiralty Board; and April 28, he was nominated to a colonelcy of marines. In March 1809 he took a seat at the Admiralty Board, which he held till July 1810. On the 31st of the same month he was promoted to the rank of rear-admiral; and on June 4, 1814, advanced to the rank of vice-admiral. On January 2, 1815, the vice-admiral was nominated a K. C. B.

MORESBY, Capt. Fairfax, C. B. See TRIESTE.

MORRIS, Vice-Adm. Sir James Nicoll, K. C. B., commanded the Pluto, of 14 guns, at the commencement of hostilities with republican France; and on July 25, 1793, captured off the coast of Newfoundland the French national brig *Le Lutin*, of 16 guns. He was then appointed to the Boston frigate, of 32 guns, vacant by the death of Capt. Courtenay, who was killed in action with the French frigate *Ambuscade* on July 31. His post commission bears date October 7, 1793. Subsequent to his return to England in January 1795, he was actively employed in the Channel, and on the coasts of Spain and Portugal. April 16, 1797, he captured *L'Infant de la Patrie*, of 16 guns and 130 men. He was afterwards removed into the *Lively*, 32, in which ship he had the misfortune to be wrecked on the rocks of Roata, near Cadiz, in April 1798. His next appointment was in July 1799 to the *Melpomene*, 44, from which ship he removed into the *Phaeton*, 38; and on September 4, sailed from Portsmouth, with the Earl of Elgin and suite on board, on an embassy to the Sublime Porte. He arrived at the Dardanelles November 2, and on the following day landed the ambassador and suite at Constantinople. October 25, 1800, the barge and two cutters of the *Phaeton*, under the direction of Lieut. Francis Beaufort, boarded and carried the Spanish polacre-rigged ship *San Josef*, of 14 guns and 56 men, moored under the protection

tion of a five-gun battery near Malaga. Lieut. Beaufort and three others were wounded. The Spaniards, besides some that were driven overboard, had 13 w. May 16, 1801, the boats of the *Phæton* and *Naïad* cut out two armed packets, *La Alcudia* and *El Raposo*, from under a heavy battery near Pontevedra. In March 1802, the *Phæton* was put out of commission at Deptford. In October 1803, Capt. Morris was appointed to the *Leopard*, of 50 guns; and in May 1804, removed into the *Colossus*, 74. He was present at the memorable battle off Trafalgar, October 21, 1805, on which occasion the *Colossus* had 40 k. and 160 w.; among the latter was her commander. For his distinguished conduct on that day, Capt. Morris, in common with his brother officers, received a gold medal, and the thanks of both houses of parliament. He retained the command of the *Colossus* until February 1809. In April 1810 he was appointed to the *Formidable*, 98, and joined the Baltic fleet; and in July following he was nominated to a colonelcy of royal marines. On August 1, 1811, he was promoted to the rank of rear-admiral; in February 1812, was appointed to a command on the Baltic station, and hoisted his flag in the *Vigo*, 74, which he struck in April 1813. He was nominated a K. C. B. January 2, 1815, and attained the rank of vice-admiral August 12, 1819.

MORTLOCK, Capt. Lewis. See **HOME STATION**, January 3, 1799.

MOSSE, Capt. J. R. See **COPENHAGEN**.

MOUBRAY, Rear-Adm. Richard H., C. B., was born in 1776, entered the naval service at an early age, and after serving as midshipman, lieutenant, and commander, in several ships, and on various services, with great credit to himself, he was promoted to the rank of post captain April 10, 1797. In the month of November 1801, Capt. Moubray was appointed to the command of the *Maidstone* frigate, of 32 guns, and on April 2, 1802, was sent to the Mediterranean, with despatches relative to the ratification of the Treaty of Amiens. On June 14, 1803, he captured the French national brig *L'Arab*, of 8 guns; and in August removed into the *Active*, 38, employed principally in watching the enemy's motions off Toulon. In April 1805, he was despatched with the intelligence of Adm. Villeneuve's having proceeded down the Mediterranean, to the fleets stationed off Brest and Ireland. April 27, 1806, while cruising off Ireland, he captured the French schooner letter of marque *Les Amis*, of 4 guns and 20 men. June 15, he again proceeded to the Mediterranean with a convoy; and in February 1807, accompanied Vice-Adm. Sir J. T. Duckworth to the Dardanelles, where he greatly distinguished himself in the battle off Point Pesquies. See **CONSTANTINOPLE**. Returning through the Dardanelles, in company with the fleet, March 3, the *Active* received a granite shot, weighing 800 lb. and measuring six feet six inches in circumference, which passed through her side about two feet above the water, and lodged in the orlop deck. Capt. Moubray was afterwards employed in the Adriatic, where he assisted at the capture of the Italian brig of war *Friedland*, of 16 guns. In July 1808 he removed into the *Montagu*, 74, and assisted at the reduction of Santa Maura, in April 1810, under the command of Capt. G. Eyre, and Brig.-Gen. Oswald: the *Montagu* had 4 k. and 21 w. In April 1811 he exchanged into the *Repulse*, of 74 guns, and from that period, till near the conclusion of the war, was chiefly

employed in the in-shore squadron off Toulon. Early in 1814 Capt. Moubray escorted a convoy of merchantmen from Malta to England; and in June the *Repulse* was put out of commission. He was nominated a C. B. June 4, 1815, and promoted to the rank of rear-admiral July 19, 1821.

MOUNSEY, Capt. William, C. B. See **AMERICAN STATIONS**, August 6, 1809, and **MEDITERRANEAN STATION**, February 26, 1813.

MUDGE, Capt. Zackary, commanded the *Fly* sloop of war in 1799, and on February 6 captured the *Glencoe* French cutter privateer, of 6 guns and 32 men, off Portland; and on August 24, in the ensuing year, he captured the *Trompeur* French cutter privateer. He was promoted to post rank November 15, 1800, and in April 1801 was appointed to the *Constance*, of 24 guns. June 7, 1801, he captured off *Vigo*, the Spanish lugger privateer *Venture*, of 2 guns and 27 men; and on the following day, the Spanish national cutter *El Duides*, of 8 guns. Having escorted home a large convoy in safety, he again sailed; and on July 27 chased a brig and a lugger; when the *Stork* sloop appearing in sight, the former ran on shore near Cape Ortegal, from whence she was got off by the boats commanded by Lieut. Stupart, of the *Constance*, from under the fire of the militia. She proved to be the *Cantara* Spanish privateer, of 22 guns and 110 men: her consort the lugger, mounting 12 guns, was also taken. In October 1802, Capt. Mudge was appointed to the command of the *Blanche*, 36. On the recommencement of hostilities in 1803, he was employed cruising in the Channel; on July 4, sailed for the West Indies with a convoy, and on his arrival was attached to a squadron, under Capt. Loring of the *Bellerophon*, employed in the blockade of St. Domingo, on which station he cruised with great activity and success against the enemy, capturing many of their vessels. On July 19, 1805, the *Blanche* fell in with, and after a brave resistance, was captured by a French squadron, consisting of one frigate and three corvettes; the British frigate was so much cut up, that she sunk in a few hours after being taken possession of. See **BLANCHE**. On October 14, in the same year, Capt. Mudge was honourably acquitted of all blame for the loss of the ship by a court martial. In November following, he was appointed to the *Phoenix* frigate, of 36 guns, stationed in the Channel. On January 29, 1810, the boats of the *Phoenix*, in company with those of the *Jalouse* sloop, commanded by Lieut. Monday, gallantly boarded and captured the French privateer brig *Le Charles*, of 14 guns and 90 men. The *Phoenix's* boats had 1 k. and 1 w.

MULCASTER, Capt. William H., C. B. See **ONTARIO LAKE**.

MUNDY, Capt. George, C. B., was born in 1777, entered the navy as midshipman on board the *Blanche* frigate, and after several years of active service as midshipman, lieutenant, and commander, with great credit to himself, he obtained post rank, February 10, 1801. In May 1802 Capt. Mundy was appointed to the *Carysfort* frigate, of 28 guns, from which ship he removed into the *Hydra*, 36, in the following November, and was employed in the Channel. August 23, 1804, he proceeded with a convoy to the Mediterranean, and afterwards joined Lord Nelson off the coast of Spain. In April 1805, when Lord Nelson went down the Mediterranean in pursuit of the French squadron which had escaped from Toulon, the *Hydra* was left to assist in protecting Sardinia, Sicily, &c. After the battle

tle off Trafalgar, October 21, Capt. Mundy was stationed off Cadiz, with the Moselle, of 18 guns, under his orders, for the purpose of watching four French frigates, then lying in Cadiz harbour. They came out on February 26 at night, and he succeeded in cutting off and capturing Le Furet national brig, of 18 guns, which accompanied them. On April 28, after a chase of 230 miles, he captured the Spanish national schooner Argonauta, pierced for 12 guns, bound to Buenos Ayres with despatches. On August 7, 1807, the boats of the Hydra, covered by the fire of that ship, cut out from the harbour of Begu, on the coast of Catalonia, whither she had chased them the preceding day, three armed polaccas, namely, the Prince Eugene, of 16 guns and 130 men; La Belle Caroline, of 10 guns and 40 men; and El Carmen de Rosario, of 4 guns and 20 men. In July 1808 he returned to England, and the ship having undergone some necessary repairs, in November following he sailed again for the Mediterranean, where Capt. Mundy was employed co-operating with the Spanish patriots on the coast of Catalonia, until the month of October 1809, after which he was stationed off Toulon, to watch the motions of the enemy in that port. In February 1810, the Hydra being found very defective, she was ordered to Gibraltar, from whence she sailed for England, with several transports under her protection, in August, and was shortly after put out of commission. On October 14, 1814, Capt. Mundy was appointed to the Ajax, 74; and in April 1815 joined the fleet, under Lord Exmouth, in the Mediterranean, where he was again actively employed. After Napoleon Buonaparte had returned to France from Elba, Capt. Mundy was despatched to Marseilles, with discretionary powers, to ascertain, if possible, the sentiments of the inhabitants of that city, and to act accordingly. His conduct on this (as indeed on every other) occasion, was highly approved of by the commander-in-chief. In March 1816 he accompanied Lord Exmouth to Algiers, Tunis, and Tripoli; and in July returned to England, when the Ajax was put out of commission. Capt. Mundy was nominated a C. B. in 1815. See MEDITERRANEAN STATION, February 27, and April 28, 1806; and August 7, 1807.

MURRAY, Vice-Adm. George, was born at Chichester, the son of a magistrate, and alderman of that city. He became the protégé of Com. Sir Peter Parker, on board the Bristol, during the American war, and was in the attack on Sullivan's Island, when the Bristol suffered exceedingly, her loss being upwards of 100. After serving some time in America, with great credit to himself, he returned with Lord Howe to England; and in 1781 was first lieutenant of the Monmouth, Capt. James Alms, one of the ships which sailed under Com. Johnstone with a convoy to the East Indies. In April they were attacked by a fleet, under Suffrein, in the neutral harbour of Porto Praya, in the Portuguese island of St. Jago; and the Monmouth was distinguished by the well-directed fire that she kept up against Suffrein's ship, which anchored abreast of her. The Monmouth having joined Sir Edward Hughes in the East Indies, was in the action of February 17, 1782. On April 12, another action took place, off the island of Ceylon, in which Capt. Alms was left on his quarter-deck, with only his first lieutenant, Mr. George Murray, and Mr. Tatlock, his master; 45 of his men were killed and 102 wounded. On July 5 following, another battle was fought, and the Monmouth had 14 men wounded; and on September 2 the

fleets engaged again. So highly were Lieut. Murray's services estimated by Sir Edward Hughes in these several actions, that, immediately after the last-mentioned engagement, he made him a master and commander, and promoted him to the command of a very fine frigate. Sir Edward Hughes's last action with Suffrein took place on June 20, 1783; not long after which, the war having terminated, Capt. Murray was appointed to the *Indefatigable*, of 74 guns, in which he returned to England. Thus, at the age of about three-and-twenty, through severe and active service in America, and afterwards through the bravest and most desperate actions of those days, did this officer, by his own merit and indefatigable exertions, fight his way, from a midshipman to a post captain. On April 23, 1794, he commanded *La Nymphé*, in the engagement between Sir J. B. Warren's squadron and one of French frigates from Concale Bay. Capt. Murray, in the *Edgar*, led the van in the battle off Copenhagen, who, as Lord Nelson says, *set a noble example of intrepidity*. In 1803 he became, at Lord Nelson's request, captain of his fleet. Amidst the fatigues of first hunting the French fleet in the Mediterranean, in the pursuit of them afterwards to the West Indies, much depended upon the captain, and the task was most ably performed by the man of Lord Nelson's choice. On his return to England, Capt. Murray found himself promoted to a flag; but in consequence of the death of his father-in-law, to whom he was left executor, he was separated from Lord Nelson. After arranging his father-in-law's affairs, he was appointed to command the naval part of the expedition against Buenos Ayres, conjointly with Lieut.-Gen. Whitelocke, who commanded the army. The result was unfortunate and disastrous; but the exertions of Rear-Adm. Murray were equally meritorious as though they had been crowned with success. In 1809 he was made a vice-admiral; and in 1815, K. C. B. He died in 1819. See COPENHAGEN, ST. VINCENT, and BUENOS AYRES.

N.

NAGLE, Adm. Sir Edmund, K. C. B., is a nephew of that celebrated orator, the late Right Hon. Edmund Burke. With the period of his birth, or of his entering the service, we are not acquainted; but he commanded the *Polecat* sloop, of 14 guns, in the American war, and was removed from her into the *Racoon*, of the same force, in which vessel he had the misfortune to be captured by two French frigates, off the Delaware River, but was soon liberated by Capt. Elphinstone, who captured *L'Aigle*, the ship to which the *Racoon's* crew had been conveyed. He was afterwards appointed to the *Duc d'Estillac*, 14, on the Jamaica station, and was posted on January 27, 1783. At the commencement of the war with France in 1793, he commanded the *Active* frigate, and subsequently the *Artois*, of 44 guns and 281 men, on the French coast, under the orders of Com. Sir J. B. Warren. In August 1794 he was present at the destruction of *La Felicité* French frigate, and two corvettes. On October 21, in company with a squadron, under Sir Edward Pellew, he joined in chase of an enemy's frigate, and by superior sailing came up with, and engaged her forty minutes; on the others coming up she struck, and proved to be *La Revolutionnaire*, of 44 guns and 351 men: she had 8 k. and 9 w.; the *Artois* had 3 k. and 5 w. For his gallant conduct on this occasion, he

he received the honour of knighthood. On July 31, 1797, when reconnoitring the harbour of Rochelle, the *Artois* ran on a bank, and was wrecked. For a short time in 1801 Sir Edmund commanded the *Montagu*, 74, and afterward the *Juste*, of 80 guns, during the remainder of the war. On the renewal of hostilities in 1803 he was appointed to a division of the sea fencibles, from Emsworth to Beachy Head, on which service he continued until November 9, 1805, when he was made a rear-admiral. About the beginning of 1808 he hoisted his flag as commander-in-chief at Guernsey, from whence he removed to Leith, where he remained until the general promotion, July 31, 1810, when he attained the rank of vice-admiral. In 1813 he was governor of Newfoundland, having his flag in the *Antelope*, 50; and in the following year, when the allied monarchs reviewed the fleet at Spithead, he had the distinguished honour of being nominated a naval aide de camp to his present majesty, then Prince Regent. He was nominated a K. C. B. January 2, 1815, and attained the rank of full admiral August 12, 1819.

NAPIER, Capt. Charles, C. B. See **LEEWARD ISLAND STATION**, April 14, 1809; **MEDITERRANEAN STATION**, July 21, 1811, May 14, 1812, February 26, 1813; and **ALEXANDRIA**.

NAPLES. A series of operations, in which a squadron of the British fleet, under Capt. Campbell, co-operated with the Austrian army, under Gen. Bianchi, terminated in a military convention, signed May 20, 1815, which dispossessed Murat of the throne of Naples, and restored it to King Ferdinand the Fourth. The squadron consisted of the *Tremendous*, 74, R. Campbell; *Alcmene*, 38, Jer. Coghlan; and *Partridge*, 18, M. Adye. These ships having appeared off the city of Naples, Prince Cariati was sent by Madame Murat to negotiate for the surrender of the ships, and Capt. Campbell dictated the terms, which were agreed to. Murat escaped from the city in disguise, and his wife went on board the *Tremendous*, which afterwards proceeded to Gaeta, to receive her children on board, and then to Trieste.

NASH, Capt. John. See **SURINAM**.

NEALE, Vice-Adm. Sir Harry Burrard, bart., G. C. B., was promoted to the rank of post captain, February 1, 1793, and commanded *L'Aimable* frigate, of 32 guns, at the reduction of Bastia. On May 23, 1794, he captured *La Moselle* corvette, of 18 guns, off the Hieres Islands. In April 1795 he was appointed to the command of the *St. Fiorenzo* frigate, of 42 guns, in which frigate his late Majesty occasionally made short marine excursions from Weymouth. On March 9, 1797, being off Brest, in company with *La Nymphé*, 36, Capt. J. Cooke, they captured two French frigates, *La Resistance*, of 48, and *La Constance*, of 24 guns. During the mutiny at the Nore, the mutineers endeavoured to seduce the crew of the *St. Fiorenzo* from their duty, but their loyalty was not to be shaken. April 9, 1799, the *St. Fiorenzo* and *Amelia*, 44, had a warm action near Belleisle, with three French frigates, one of 48, the others of 44 guns each; it lasted nearly two hours, when the enemy retreated, much shattered. The *St. Fiorenzo* had 1 man k. and 18 w.; the *Amelia* had 2 k. and 17 w. This action reflects the highest honour on all the officers and men engaged in it. In March 1801 Sir Harry was appointed to the *Centaur*, 74; and subsequently to the *Royal Charlotte* yacht, the command of which he held until January 1804, when he took a seat at the Ad-

miralty Board. In the ensuing month of June he vacated his seat at the board, and was appointed to the Royal Sovereign yacht, from which, in December 1805, he removed into the London, 98, attached to the squadron under Sir J. B. Warren. March 13, 1806, in company with Sir J. B. Warren's flag-ship, the Foudroyant, 80, and the Amazon, 38, the London being to windward, at about half-past three o'clock *a. m.*, fell in with two ships, to which he gave chase, and after a running fight of about six hours, in which the Amazon joined, compelled them to strike their colours. They proved to be the Marengo, of 80 guns and 740 men, and Belle Poule, of 40 guns and 320 men. On this occasion the London had 10 men *k.* and 22 *w.*: the Amazon 4 *k.* and 6 *w.* The enemy had 65 *k.* and 80 *w.*: among the latter, the French admiral Linois. In May 1808 Sir Harry was appointed captain of the Channel fleet, under Lord Gambier, in the Ville de Paris, 110, from which ship he followed his lordship into the Caledonia, 120, in the month of August, and was present at the destruction of the French ships in Aix Road, on April 12, 1809. For his conduct on that occasion, he, in common with the other officers, received the thanks of Parliament. He quitted the Caledonia in May 1809, and in the ensuing November was appointed to the Royal Sovereign yacht. Sir Harry was promoted to the rank of rear-admiral July 31, 1810; and in October hoisted his flag in the Caledonia, as commander of the blockading squadron off Rochefort. In January 1811 the rear-admiral had his flag flying in the Boyne, 98, where it remained until March 1813, when he shifted it into the Ville de Paris, 110, where it continued until the peace. He attained the rank of vice-admiral June 4, 1814; was nominated a K. C. B. January 2, 1815, and G. C. B. September 14, 1822.

NELSON, Vice-Adm. Lord Viscount Horatio. This giant veteran, the favourite of victory, the pride of his country, and the scourge of her foes, was the third son of the Rev. Edmund Nelson, rector of Burnham Thorpe, in the county of Norfolk: at twelve years of age, in the year 1770, he was entered on board the Reasonable, of 64 guns, at that time commanded by his maternal uncle, Capt. Suckling, one of those ships ordered to be equipped, in consequence of the rupture at that time apprehended, relative to the Falkland Islands. The matter in dispute being however speedily accommodated, the Reasonable was put out of commission; and a life of indolence, even for a single day, being considered highly improper by Capt. Suckling, his nephew, by his advice, made a voyage in the mercantile service to the West Indies, under the care of Mr. John Rathbone. On his return, his uncle having been appointed to the command of the Triumph, 74, a guardship at Chatham, he was entered a midshipman on board the same. It is said that he had imbibed the strongest prejudice to the naval service, which was obviated and completely removed by his uncle's judicious conduct. He next entered as coxswain to Capt. Lutwidge, of the Carcase, one of two vessels sent on a voyage for the discovery of the North West passage. In so high a degree did he acquire the confidence of his commander, that when the vessels were in a most perilous situation, being jammed up by the ice, Mr. Nelson, notwithstanding his youth, was appointed to command one of the boats sent out for the purpose of attempting to find a passage into the open water. During this expedition, Mr. Nelson

was missed in the night; but was at length discovered, on the return of day, in pursuit of a large bear. He was only armed with a musket, the lock of which had been rendered useless; yet he had the resolution and intrepidity to pursue the animal, in the hope of tiring it out, and knocking it down with the but-end of his piece. Upon his return, being reprimanded by the captain, and asked the reason for his rash conduct, he answered—"I was in hopes, sir, of getting a skin for my father." On his return to England, he entered on board the *Seahorse*, 20, commanded by the gallant Capt. Farmer, one of a small squadron destined for the East Indies. The climate disagreeing with him, he returned to England, and on December 26, 1776, was appointed acting lieutenant of the *Worcester*, then under sailing orders for Gibraltar, with a convoy. On April 9, 1777, he was appointed second lieutenant of the *Lowestoffe*, 32, Capt. W. Locker, which proceeded to Jamaica. In a strong gale of wind, and a heavy sea, the *Lowestoffe* captured an American letter of marque. The captain ordered the first lieutenant to board her, which he attempted, but was not able to effect, owing to the tremendous sea running. On his return to the ship, Capt. Locker exclaimed—"Have I then no officer who can board the prize?" On hearing this, the master immediately ran to the gangway, in order to jump into the boat, when Lieut. Nelson suddenly stopped him, saying—"It is my turn now—if I come back, it will be yours." In 1779, Mr. Nelson was appointed by Sir Peter Parker, then commander-in-chief on that station, to be third lieutenant of the *Bristol*. He rose to be first lieutenant, and was promoted to the command of the *Badger* sloop of war, in which he was ordered to the Mosquito shore, for the better protection of the baymen from the depredations of the American privateers. Here his conduct procured him the entire love of the settlers. On his return to Jamaica, he preserved from destruction the *Glasgow*, 20, Capt. Lloyd, and all the crew, the ship having taken fire, owing to carelessness in drawing off a cask of rum. On June 11, 1779, he was made post captain, and appointed to the *Hinchinbrook*, 20. An attack upon the island of Jamaica being daily apprehended from the French, Capt. Nelson was appointed to command the important batteries which defended Port Royal. At the commencement of 1780 he was appointed to the chief command by sea, of an expedition against the Spanish settlements, on the river St. John, in the gulf of Mexico. Not content with coldly fulfilling the strict letter of his duty, he quitted his ship, and volunteering his services up the river, through a navigation then known only to Spaniards, contributed most essentially to the capture of Fort St. Juan. Capt. Foulson, the commanding officer by land, in his public despatches, paid a well-merited tribute to his conduct. Sickness obliged him to return to Jamaica, where he had been promoted to the command of the *Janus*, 44. It does not appear whether he ever proceeded to sea in that ship: his health continuing much impaired, he returned to England at the close of the same year. On his speedy recovery, he was appointed, in August 1781, to the *Albemarle*, 28. He was sent to Newfoundland, in company with Capt. Pringle, who commanded the convoy sent thither with the outward-bound fleet, in the month of April 1782. In a cruise off Boston, he was chased by three French ships of the line, and finding, according to the seaman's phrase, that his pursuers had the heels of him, he pushed for the St. George's bank, among the shoals of which he hoped to entangle

entangle his enemies, or induce them to discontinue the chase. One of the frigates, however, drawing less water, followed him, when being almost up with the Albemarle, Capt. Nelson very resolutely ordered his ship to be hove to for action. This instance of firmness, unexpectedly displayed by an inferior opponent, struck the pursuer with dismay: he instantly put about, and made sail from the Albemarle. Peace being concluded, he returned to England.

In the spring he was commissioned to the Boreas frigate, 28, a ship destined for the Leeward Islands, where he continued till June 1787, and was then ordered to England. In the month of March preceding, he married Mrs. Frances Herbert Nesbit, widow of Dr. Nesbit, daughter of William Herbert, Esq.

Soon after his arrival in England, Capt. Nelson was put out of commission. During a period of five years' relaxation from the fatigues of public service, the longest which he had experienced since his first entrance into it—"Capt. Nelson," observes the author of his life, inserted in the Naval Chronicle, "retired to enjoy the consolation of domestic happiness, at the parsonage-house at Burnham Thorpe, which his father gave him as a place of residence; where, imitating Zenophon in the arrangement of his little farm at Scyllus, he passed his time in rural occupation and solitude. From the age of twelve years to the period occupied at this retreat, no occasion occurs in the life of Horatio Nelson for the mind to pause; all previous to this, and since, has been a continued succession of events, arising from professional duties, amid a complication of peril and unprecedented emergencies. He now enjoyed the opportunity of strengthening, by reflection, his acquired experience; combining the various ideas which a quick, yet sound observation, had collected, and improving that knowledge of himself and of human nature, so essential to those who are called on by their country to command with firmness, and ensure obedience with alacrity. Like the celebrated Roman who retired into the country to enjoy the calm of repose, Capt. Nelson might exclaim, *that he had been many years on earth, but had lived very few for himself.*"

On the prospect of a rupture with Spain relative to Nootka Sound, Capt. Nelson hastened to London, and anxiously solicited employment; but he was disappointed by a multitude of officers having a priority of claim, being his seniors, and the speedy adjustment of the dispute. The sudden war with France in 1793 called him once more upon the theatre of action, and how he performed his part, let the shores of the Baltic, the Channel, the Mediterranean—let the ocean itself proclaim, whose waves are so many pages of a mighty book full of his matchless deeds! But in his last great closing scene, the victory off Trafalgar, he transcended his former fame; and though he survived not to wear the laurels destined for him by a grateful country, he achieved the imperishable wreath of immortal fame. See MEDITERRANEAN STATION, March 5, August 10, October 21, 1794; March 8, 1795; April 25, July 10, December 19, 1796; July 3, 1797; June 28, 1799; ST. VINCENT, TENERIFFE, NILE, COPENHAGEN, BOULOGNE, and TRAFALGAR.

NEWMAN, Capt. J. M. was born at Scaldwell, in the county of Northampton, January 10, 1767, and commenced his naval life under his relative, Rear-Adm. Alexander Hood, in the Queen, of

98 guns, September 8, 1782. After serving in different ships on the Home Station, in the West Indies, and Mediterranean, he proceeded to India, in the *Crown*, of 64 guns, Capt. James Cornwallis; and on November 26, 1789, was made a lieutenant into the *Ariel* sloop of war. In 1794, he was made commander, but was not apprized of his promotion until after having borne his share in the brilliant victory over the French fleet on June 1. When the king visited Portsmouth, after the return of the fleet to Spithead, Capt. Newman was introduced to his majesty with the rest of the officers. In August he was made post in the *Vestal*, of 28 guns. On October 16, 1798, he fought a most brilliant action of two hours and fifty minutes, in the *Mermaid*, of 32 guns and 208 men, with *La Loire*, of 46 guns and 664 men, troops included. His loss, owing to the judicious position of the *Mermaid*, and the French system of firing high, was only 3 k. and 13 w. *La Loire* escaped, and the *Mermaid* was so crippled, that she could not follow. *La Loire* was captured on the 18th by the *Anson*, of 44 guns, Capt. (afterwards Rear-Adm.) Durham; and on April 13, 1799, Capt. Newman was commissioned to her. On February 5, 1800, being in company with the *Railleur*, they engaged the *Pallas*, close in under the Seven Islands, where she was supported by a battery, when, after a night action of two hours and ten minutes, the enemy surrendered. Previous to this, the *Fairy*, Capt. Horton, and *Harpy*, Capt. Bazely, both sloops, had engaged the *Pallas*, when their damages enabled her to get away from them. The *Pallas* had 42 guns and 350 men. On April 12, 1808, Capt. Newman was appointed to the unfortunate *Hero*, of 74 guns, which was lost in the night of December 24, 1811, on the sands off the mouth of the Texel, when the brave and lamented captain perished, with every one of his crew.

NEW ORLEANS.—An expedition was planned against this flourishing city, the south western key of the United States, which, had it been successful, would have put the British in possession of a formidable position, and laid the trade of the western parts of the Union, down the Mississippi, completely at their mercy. The army was under the command of Major-Gen. the Hon. Sir E. M. Pakenham, K. B., acting in concert with the naval force under the command of Vice-Adm. Sir A. Cochrane. The Bayon Catalan (or Des Pecheurs), at the head of Lac Borgne, in which an American flotilla of five gun-vessels were stationed, was the contemplated point of disembarkation, the distance from the inner anchorage of the frigates and troop ships to the Bayon full sixty miles, and the principal means of transport, open boats; it was therefore impossible for any movement of the troops to take place until this flotilla was either captured or destroyed. On December 12, 1814, Adm. Cochrane placed the launches, barges, and pinnaces of the squadron, with Capt. Montresor, of the *Manly*, and Capt. Roberts, of the *Meteor*, under the command of Capt. N. Lockyer, of the *Sophie*, and sent them into Lac Borgne, in pursuit of the enemy; while the frigates, troop-ships, and smaller vessels, moved into the inmost anchorage, each vessel proceeding on until she took the ground. Observing, as they approached the flotilla, an armed sloop endeavouring to join it, Capt. Roberts, who volunteered to take her with part of his division, succeeded in cutting her off, and capturing her, without much opposition. After an arduous row of thirty-six hours, Capt. Lockyer closed with

with the flotilla, which he attacked with such judgment and determined bravery, that, notwithstanding their formidable force, their advantage of a chosen position, and their studied and deliberate preparation, he succeeded in capturing the whole of these vessels, in so serviceable a state as to afford at once the most essential aid to the expedition; they mounted 30 guns, 2 howitzers, and 8 swivels, and had on board 245 men. The boats suffered severely, having 17 k. and 77 w. On the 23d a landing was effected, and a position taken, with the right resting on the high road to New Orleans, distant about nine miles, and the left on the Mississippi. At about eight o'clock in the evening, when the men, much fatigued by the length of time they had been in the boats, were asleep in their bivouac, a heavy flanking fire of round and grape was opened upon them by a large schooner and two gun-vessels, which had dropped down the river from the town. This was succeeded by a vigorous attack from the enemy in front, who, upon the approach of the 85th regiment, commanded by Brevet-Major Gubbins, favoured by the darkness of the night, concealed themselves under a high fence which separated the fields, and calling to the men as friends, under pretence of being part of the British force, offered to assist them in getting over, which was no sooner accomplished than the 85th found itself in the midst of superior numbers, who discovering themselves, called on the regiment immediately to surrender, which was answered by an instantaneous attack; a most extraordinary conflict ensued, officers and men absolutely hand to hand. The enemy were, however, repulsed, with the capture of 30 prisoners. A similar finesse was attempted with the 95th regiment, which met the same treatment. Reiterated attacks were made by the enemy until twelve o'clock, when the firing on both sides ceased. The enemy's force was said to be 5000 men, commanded by Major-Gen. Jackson. This division of the British army, the remainder not having come up, was commanded by Major-Gen. J. Keane. Sir E. Pakenham had waited for the arrival of Major-Gen. Lambert with the fusiliers and 43d regiment, in order to make a general attack upon the enemy's line, and on the 8th the army was formed for that object, its left on the Mississippi, a thick, extensive wood on its right, and open to its front, from which the enemy's line was quite distinguishable. It was simply straight, with a front of about 1000 yards, and a parapet, the right resting on the river, and the left on a wood which had been rendered impassable for troops. This line was strengthened by flank works, and had a canal in front, of about four feet deep generally, but not altogether of an equal width; about eight heavy guns were in position on this line. The Mississippi is here about 800 yards across, and they had on the right bank a heavy battery of 12 guns, which enfiladed the whole front of the position on the left bank.

Preparations were made, by very considerable labour, to clear out and widen a canal that communicated with a stream by which the boats had passed up to the place of disembarkation, to open it into the Mississippi, for the purpose of getting troops over to the right bank, and securing the co-operation of armed boats. Col. Thornton, with a corps of troops, and about 600 seamen and marines, under Capt. Money and Major Adair, was to pass over during the night, and move along the right bank towards New Orleans, clearing his front until he reached the flanking battery of the

the enemy on that side, which he had orders to carry. Unlooked-for difficulties, increased by the falling of the river, occasioned considerable delay in the entrance of the armed boats, and those destined to land Col. Thornton's corps; and though the colonel ultimately and ably executed, in every particular, his instructions, yet that delay occasioned some on the left bank, and the attack did not take place until the columns were discernible from the enemy's line at more than 200 yards distance, who, as they advanced, opened a most galling fire upon them from every part of their line, and from the battery on the right bank. The brave commander-in-chief galloped on to the front, to animate his troops by his presence, and was seen, with his hat off, encouraging them on the crest of the glacis. Here he received two wounds; one in his knee, another, which was almost instantly fatal, in his body. The effect of this, in the sight of the troops, together with Majors-Gen. Gibbs and Keene borne off wounded at the same time, the former mortally, with many other commanding officers, caused them to fall back in confusion. Major-Gen. Lambert, on whom the command had devolved, and who was with the reserve, did not think it prudent, under all the circumstances, to renew the attack. Col. Thornton's division was ordered back, and the army re-embarked the 27th on Lac Borgne. The killed, wounded, and missing of the army in this unfortunate expedition amounted to 2448 men; and of the navy 94.

The conduct of the officers and men of the squadron was distinguished by willingly and cheerfully undergoing the most laborious exertions and great privations for a period of nearly six weeks. From December 12, when the boats proceeded to the attack of the enemy's gun-vessels, to January 13, but very few of the officers or men ever slept on board their ships. The whole of the army, with the principal part of its provisions, stores, artillery, ammunition, &c. were transported from the shipping to the head of the Bayou, a distance of seventy miles, chiefly in open boats, and were re-embarked by the same process. The hardships, therefore, which the boats' crews sustained, from their being kept up day and night continually passing and repassing in the most changeable and severe weather, were very great. The squadron employed on this service consisted of the Tonnant, 80, Vice-Adm. Sir A. Cochrane, K. B., Captain of the fleet, Rear-Adm. Edward Codrington, Capt. Alexander Skene; Norge, 74, Charles Dashwood; Bedford, 74, J. Walker; Royal Oak, 74, Rear-Adm. P. Malcolm, Capt. E. Dix; Ramillies, 74, Sir T. Hardy, baronet; Gorgon, 40, R. B. Bowden; Armide, 38, Sir E. T. Troubridge, baronet; Cydnus, 38, F. Langford; Belle Poule, 38, F. Baker; Seahorse, 38, J. A. Gordon; Trave, 36, R. Money; Sophie sloop, 18, N. Lockyer; and Meteor bomb, 18, S. Roberts.

NICHOLAS, Capt. John T. See MEDITERRANEAN STATION, May 14, 1812.

NICHOLLS, Adm. Sir Henry, K. C. B., was made a post captain December 1, 1788, and soon after appointed to the Amphion frigate, of 32 guns, on the Jamaica station: that ship was put out of commission in the summer of 1790. During the Russian armament, in 1791, he was flag-captain to Rear-Adm. L. Gower, in the Formidable, of 98 guns, which ship was put out of commission towards the close of the year. In February 1793, Capt. Nicholls was appointed to the Royal Sovereign, of 100 guns, bearing

bearing the flag of Vice-Adm. Graves in the Channel fleet; was present in the memorable battle of June 1, 1794; and ably supplied the place of the vice-admiral, after that officer was wounded. The Royal Sovereign had 14 k. and 44 w. Capt. Nicholls's conduct was specially noticed by the commander-in-chief in his public letter, and was one of those officers who was presented with a gold medal. He commanded the Royal Sovereign as a private ship, until March 1795, when Vice-Adm. Cornwallis hoisted his flag in her. He then removed into the Marlborough, 74, where he continued until the period of the mutiny at Spithead, in 1797. In June 1801, he was appointed to the St. George, 98, bearing the flag of Vice-Adm. Sir C. M. Pole, accompanied that officer to the Baltic, and afterwards to the blockade of Cadiz, in August, where he continued until the cessation of hostilities. In 1802 he was appointed one of the commissioners of the Board of Naval Inquiry; and in March 1806 was made comptroller of the navy; this office he retained only a few months. He was promoted to the rank of rear-admiral October 2, 1807; advanced to the rank of vice-admiral July 31, 1810; nominated an extra K. C. B. May 20, 1820; and attained the rank of full admiral May 27, 1826.

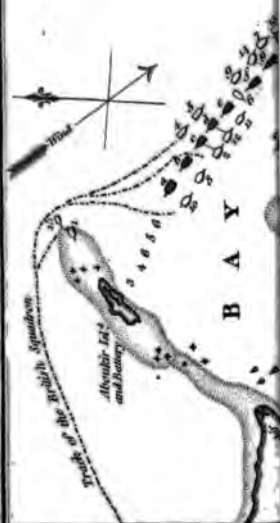
NILE, Battle of the. This great battle was fought on August 1, 1798. On April 29, Rear-Adm. Sir Horatio Nelson joined Earl St. Vincent off Cadiz, and on the following day was detached with a small squadron, consisting of three sail of the line, two frigates, and a sloop of war, to cruise in the Mediterranean. After encountering bad weather, and putting into the road of St. Pierre to refit, they reached their rendezvous on June 4. At sunset on the 8th, Capt. Troubridge, with ten sail of the line, and a 50-gun ship, happily joined the rear-admiral, who immediately went in quest of the French fleet, which, from positive intelligence, he found had sailed from Toulon on May 22, up the Mediterranean. Capt. Hardy, in La Mutine, was dispatched to Civita Vecchia, and along the Roman coast, to learn intelligence of their route, and joined the admiral on the 13th, without gaining any information. On the 16th, being in sight of Mount Vesuvius, Capt. Troubridge was sent in La Mutine to Sir W. Hamilton, the English ambassador at Naples, who reported that the French were gone to Malta. On the 20th the British squadron pushed through the Faro of Messina with a fair wind, where a boat was sent off by the British consul, with the intelligence that Malta had actually surrendered to the French forces. At daylight, June 22, a Genoese gave information that the French fleet had sailed from Malta on the 18th, with a fresh gale at N. W., upon which the admiral immediately bore away with all possible sail to the S. E. On the 29th they saw the Pharos Tower of Alexandria; and on approaching the land, saw both the harbours, in neither of which, to the admiral's great disappointment, was a French ship to be seen. He now shaped his course for the coast of Caramania, which was in sight on July 4. On the 18th, they entered the port of Syracuse, where in five days the fleet was re-watered, and ready for sea. Sir Horatio Nelson, still prepossessed that the destination of the enemy was Egypt, sailed for the Morea; and on the 25th, the fleet being off the Gulf of Coron, Capt. Troubridge learnt from the Turkish governor that the French fleet had been seen steering to the S. E. from Candia about a month before. This once more determined the admiral to visit Alexandria, and he accordingly steered for that place. August 1, they were in sight of the Pharos,

and

PLAN OF THE BATTLE.

off the Nile
August 21st 1798.
Between the British Squadron
under Sir Adam Sir H. Nelson KB.
and the French Fleet under
Admiral Brueys.

The depth of water is in fathoms.



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and Capt. Hood, in the *Zealous*, discovered the enemy's fleet at anchor in Aboukir Bay, in line of battle, which, with their number, he instantly communicated by signal. The signal for battle was made, and also the admiral's intention to attack the van and centre as they lay, according to a plan previously communicated to the captains of his squadron. The fleet was to carry sail and stand in, in close line of battle, for that of the enemy, which appeared to be moored in a firm compact line, close in with the shore, flanked by numerous gun-boats, four frigates, and a battery of guns and mortars on an island in their van. The action commenced at sunset, which was at thirty-one minutes past six, with the *Goliath* and *Zealous*, followed by the *Orion*, *Audacious*, and *Theseus*, which first received the fire of the enemy; and having taken their stations inside the French line, were immediately in close action. The enemy waited for the battle with great firmness; no colours were hoisted, nor guns fired, on either side, till the British van ships were within half gun-shot. At about seven o'clock total darkness came on; but the whole hemisphere was at times illumined by the fire of the hostile fleets. At this time the British hoisted their distinguishing lights by signal from the admiral. The battle now raged with increased fury; and in twelve minutes *Le Guerrier*, the van ship of the enemy, was dismasted. At half-past eight *L'Aquilon* and *Le Souverain Peuple* struck, and were taken possession of. *Le Spartiate* at the same time was taken possession of, and her captain's sword delivered to the admiral, who was then below, in consequence of a severe wound which he had received in the head during the heat of the engagement. At ten minutes after nine the French admiral's ship, *L'Orient*, was observed to be on fire, and at ten o'clock she blew up with a most tremendous explosion. For about three minutes an awful pause ensued, when the fragments of the wreck fell down into the water, and on board the surrounding ships. A port-fire from *L'Orient* fell into the main-royal of the *Alexander*, but was happily soon extinguished. The *Belle-rophon*, whose masts and cables had been all shot away, could not retain her situation alongside the *L'Orient*, and drifted out of the line to the lee side of the bay, a little before the ship blew up; by which circumstance she fortunately escaped destruction. After this dreadful event the firing re-commenced with the ships to leeward of the centre till twenty minutes past ten, when a total cessation of firing took place for about ten minutes; after which it re-commenced till about three in the morning, when it again ceased. The victory being complete in the van, such of the British ships as were in a condition to move went down to attack the rear ships of the enemy. At five minutes past five, *Le Guillaume Tell* and *Le Généreux*, the two rear ships of the enemy, were the only two that had their colours flying. At fifty-four minutes past five *L'Artémise* French frigate fired a broadside, and struck her colours; but her commander, after having surrendered, set fire to his ship, and, with part of his crew, made his escape on shore. *La Sérieuse* French frigate appeared to be sunk by the fire of some of the British line; but as her poop remained above water, her men were saved by the boats of the fleet. At eleven o'clock *Le Généreux* and *Guillaume Tell*, with the frigates *La Justice* and *La Diane*, cut their cables, and stood out to sea. Capt. Hood would have pursued them, but as there was no other ship able to second him, he was recalled, and they escaped. The whole day of the 2d was employed in securing

the ships which had struck. *Le Timoleon* and *Le Tonnant*, being dismasted, were considered as secure; but on the 3d the enemy burnt the former, and the cable of the latter being cut, she drifted on shore, when Capt. Miller, of the *Theseus*, got her off. On this morning the *Culloden*, which had grounded in going into the action, was gotten off, but very much damaged, with the loss of her rudder. In four days, however, by the exertions of Capt. Troubridge, she was again fit for sea, though still very leaky. Capt. Westcott, of the *Majestic*, was killed early in the action; but her first lieutenant, R. Cuthbert, so ably conducted her afterwards, as to receive the honour of public mention in the admiral's official communication. Indeed, to the judgment and valour of all the officers, and to the courage of the crews, does the British admiral ascribe the success of this important day; but, with the modesty of true courage, he omits to mention his own judicious mode of the attack, leaving to others the appreciation of its merits. He was himself wounded in the head, and obliged to be carried off the deck; thence the command of his ship devolved on Capt. Edward Berry, who was fully equal to the duty, and who received his just commendation.

The following are the names of the ships composing the British squadron and French fleet, with their guns and men, and the number of British killed and wounded, viz.

BRITISH SQUADRON.

Culloden, 74, 590 men, T. Troubridge; *Theseus*, 74, 590 men, R. W. Miller, 5 k. 30 w.; *Alexander*, 74, 590 men, A. J. Ball, 14 k. 53 w.; *Vanguard*, 74, 595 men, Rear-Adm. Sir Horatio Nelson, K. B., E. Berry, 30 k. 75 w.; *Minotaur*, 74, 640 men, T. Louis, 23 k. 64 w.; *Leander*, 50, 343 men, T. B. Thompson, 14 w.; *Swiftsure*, 74, 590 men, B. Hallowell, 7 k. 22 w.; *Audacious*, 74, 590 men, D. Gould, 1 k. 35 w.; *Defence*, 74, 590 men, J. Peyton, 4 k. 11 w.; *Zealous*, 74, 590 men, S. Hood, 1 k. 7 w.; *Orion*, 74, 590 men, Sir J. Saumarez, knight, 13 k. 29 w.; *Goliath*, 74, 590 men, T. Foley, 21 k. 41 w.; *Majestic*, 74, 590 men, G. B. Westcott, 50 k. 143 w.; *Bellerophon*, 74, 590 men, H. D'E. Darby, 49 k. 143 w.; *La Mutine* brig, 14, 110 men, T. M. Hardy. Totals, 1026 guns, 8178 men—218 k. 677 w.

FRENCH FLEET.

Le Guerrier, 74, 600 men (the van ship), taken; *Le Conquérant*, 74, 700 men, taken; *Le Spartiate*, 74, 700 men, taken; *L'Aquilon*, 74, 700 men, taken; *Le Souverain Peuple*, 74, 700 men, taken; *Le Franklin*, 80, 800 men, Rear-Adm. Blanquet, taken; *L'Orion*, 120, 1010 men, Adm. Bruyes, burnt; *Le Tonnant*, 80, 800 men, taken; *L'Heureux*, 74, 700 men, taken; *Le Timoleon*, 74, 700 men, burnt; *Le Mercure*, 74, 700 men, taken; *Le Guillaume Tell*, 80, 800 men, second Rear-Adm. Ville-neuve, escaped; *Le Généreux*, 74, 700 men, escaped; *La Diane*, 48, 300 men, escaped; *La Justice*, 34, 300 men, escaped; *L'Artemise*, 36, 250 men, burnt; *La Sérieuse*, 36, 250 men, sunk. Totals, 1190 guns, 10,710 men.

The commander-in-chief now established a truce with the commandant of Aboukir, and through him, with the commandant of Alexandria, signifying his permission for the wounded French to go on shore, and be attended by French surgeons. This important and terrific battle was witnessed by numbers of Arabs and *Mamelukes* on the shores of the Bay, who illuminated the whole coast

coast and country for three successive nights, in testimony of the joyful event. August 2, at noon, the prizes being secured, and every thing wearing a tranquil aspect, Adm. Nelson caused thanks to be given to God for the victory throughout all the ships of the fleet; and, at the same time, addressed a letter of thanks to his officers and seamen.

For their meritorious conduct in this engagement, Rear-Adm. Nelson, his officers, and seamen, received the thanks of both Houses of Parliament. His majesty was pleased also to confer on the rear-admiral the dignity of a Baron of Great Britain, with a pension of £3000 per annum for his services. Capts. E. Berry and T. B. Thompson, for their very distinguished conduct, received the honour of knighthood. Gold medals were likewise presented to the captains of all the ships of the line, as to those in the engagement with Earl Howe, on June 1, 1794; and the Grand Signior, immediately upon receiving the news of the victory, transmitted to Sir H. Nelson, by a Turkish frigate, a superb diamond aigrette, called a *chelengh*, or plume of triumph, taken from one of the imperial turbans, with a pelisse of sable fur, of the first quality, and a purse of 2000 sequins, to be distributed among the wounded seamen.

Although *Le Génèreux* and *Le Guillaume Tell* escaped hence, they were afterwards captured, the former on February 18, and the latter on March 30, 1800. The frigate *La Diane* was also taken August 24, 1800.

August 5.—Capt. Berry, of the *Vanguard*, sailed in the *Leander* with the admiral's despatches, to the commander-in-chief off Cadiz. The Hon. Capt. Capel was sent with despatches to England, by way of Naples, overland; as was Lieut. Duval, of the *Zealous*, to the governor of Bombay.

August 18.—Sir Horatio Nelson sailed from the bay of Aboukir, leaving Capt. Hood, with four sail of the line and two frigates, to block up the port of Alexandria. On the 22d of September he arrived at Naples, when his Sicilian Majesty honoured him with a visit on board the *Vanguard*, and afterwards created him Duke of Brontî, with a territory annexed to it worth £3000 per annum. The king also presented him with a sword of great value.

Capt. Sir James Saumarez, who had the care of the French prizes, first sailed to Augusta, in Sicily, to water, and then to Malta, where, being joined by a Portuguese squadron, he summoned M. Vaubois, the commander of Valetta, to surrender; this being refused, Sir James proceeded to Gibraltar, and left the Portuguese to block up the ports of the island.

NORTHESK, Adm. Right Hon. William, Earl of, K. C. B., was born about the year 1759, and began his naval career in 1771. He was a lieutenant with Sir G. B. Rodney, in the action with *Compte de Guichen*, April 17, 1780, who immediately after made him a commander into the *Blast* fire-ship, of 8 guns. Capt. Carnegie was promoted to post rank April 7, 1782; and towards the end of the year was appointed to the *Enterprise*, 28, in the West Indies, from whence he returned to England in March 1784, and was put out of commission shortly after. He succeeded his elder brother as Lord Rosehill in 1788, and on the demise of his father in 1792, his lordship succeeded to the earldom and estate. In January 1793 he was appointed to the command of the *Beaulieu* frigate, of 40 guns, and sent to the West Indies, from whence he returned in

October, and was shortly after put out of commission. In 1796 Lord Northesk was elected one of the sixteen representatives of the peerage of Scotland in the parliament of Great Britain; and in September in the same year was appointed to the command of the Monmouth, of 64 guns, employed under the orders of Adm. Duncan, until May 1797, when the spirit of mutiny having reached that squadron, the Monmouth was one of the ships taken to the Nore. On June 6, his lordship was liberated from his confinement by the delegates, and sent to London to make their resolutions known to the king, with an express order to "*wait upon his Majesty wherever he might be.*" Their demands were rejected, as exorbitant and unreasonable. In October his lordship resigned the command of the Monmouth, and remained on shore until November 1800, when he was appointed to the Prince, 98, attached to the Channel fleet, in which ship he remained till the suspension of hostilities; and was put out of commission in April 1802. In that year he was re-elected one of the sixteen representative peers of Scotland. On the renewal of hostilities in May 1803, his lordship was appointed to the Britannia, of 100 guns; and towards the close of that year was stationed at St. Helens. In April 1804 she formed part of the Channel fleet, under Adm. Hon. W. Cornwallis. Lord Northesk was promoted to the rank of rear-admiral April 23, 1804, and hoisted his flag in the same ship. He continued to serve in the Channel fleet until August 1805, when he was detached with a squadron to join Vice-Adm. Collingwood, off Cadiz. In the glorious and ever-memorable battle of October 21, off Cape Trafalgar, his lordship was third in command, and particularly distinguished himself. In a short space of time the Britannia dismasted a French ship of 80 guns; afterwards she singly engaged three of the enemy's van ships, and prevented their doubling upon the Victory, at that time much disabled, and closely engaged with two of the enemy. The Britannia's loss was 10 k. and 42 w. For his great zeal and distinguished conduct during the contest, he was honoured with the insignia of the Order of the Bath. He received the thanks of both Houses of Parliament, and of the Corporation of London, who also presented him with a handsome sword. The Goldsmith's Company presented him with their freedom; and several other cities and public companies concurred in voting him their thanks. His lordship attained the rank of vice-admiral April 23, 1808, became an admiral June 4, 1814, and has since been constituted rear-admiral of Great Britain.

NOURSE, Capt. Joseph. See LEEWARD ISLAND STATION, October 17, 1804, and April 8, 1805.

NUGENT, Adm. Charles Edmund, grandson to the late Earl of Nugent, was born about the year 1760, and in 1771 entered the service. He distinguished himself under Sir Peter Parker in the attack upon Sullivan's Island during the American war, and was in consequence made second lieutenant of the Bristol. He was actively engaged in the reduction of New York. On March 3, 1778, he was made master and commander; and on May 2, 1779, post. He distinguished himself during the remainder of the war in a variety of service; and when peace took place, he became a member of parliament for Buckingham. When the war commenced against the French republic in 1793, Capt. Nugent was appointed to the Veteran, of 64 guns, and sailed with the squadron of Adm. Sir John Jervis to the West Indies, and contributed by his exertions to the reduction of the French islands. He particularly

larly signalized himself in the very desperate and hazardous service of carrying Fort Fleur d'Épée, in the island of Guadaloupe, by storm, in conjunction with Capt. Faulkner. The surrender of the whole island immediately followed this achievement. Capt. Nugent was sent home with the despatches announcing the above event. In the letter from Sir John Jervis, of which he was the bearer, he is thus mentioned—"Capt. Nugent, who carries this despatch, will recite many parts of the detail, which, in the various operations I had to concert, have escaped my memory. He served with the naval battalions at Martinique, St. Lucia, and in this island, and was present at most of the important strokes." Capt. Nugent also received the thanks of the military commander-in-chief, Sir Charles Grey, in public orders. In January 1795 he was appointed to the command of the *César*, 80, which ship he retained until his promotion to the rank of rear-admiral, February 20, 1797. January 1, 1801, he became a vice-admiral. In the summer of 1805, when Adm. Cornwallis assumed the chief command of the Channel fleet, he was selected by that officer to serve as his first captain; obtained the appointment in the month of August, and remained with him until he struck his flag in February 1806. He attained the rank of full admiral April 28, 1808.

O.

O'BRYEN, Capt. Lord James, was made a post captain in the *Thïsbe* frigate, of 28 guns, at Plymouth, February 14, 1799, in which he remained until July. In January 1801 he was appointed to the *Emerald*, 36, and in March sailed for the West Indies. The *Emerald* formed part of the sea forces at the reduction of St. Lucia, in June 1803, and on the 24th of the same month he captured the French national schooner *L'Enfant Prodigue*, of 16 guns, all of which she threw overboard in chase. Capt. O'Bryen also assisted at the capture of Surinam, in May 1804; returned to England in March 1805, and the *Emerald* was put out of commission. He died in the spring of the year 1825.

OLIVER, Rear-Adm. Robert Dudley, was made post captain in the *Seahorse* frigate, of 38 guns, April 30, 1796. He subsequently commanded the *Nemesis*, 28, and in April 1799, removed into the *Mermaid*, 32, in which he proceeded to the Mediterranean. On June 1, 1800, he captured *La Cruelle* French national brig, of 16 guns, off the Hierres Islands; and in the following year several other vessels. He returned to England, and was put out of commission in July 1802. In March 1803 Capt. Oliver was appointed to the *Melpomene*, 44, and in the following year, with the squadron under his orders, twice bombarded Havre de Grace. In December 1805 he removed into the *Mars*, 74, and in July 1806 captured *La Rhin* French frigate, of 44 guns and 318 men: the ensuing October he quitted the *Mars*. His next ship was the *Valiant*, 74, to which he was appointed May 2, 1810, employed in the Home station. In January 1813 he was ordered to Halifax, and employed on the North American station, occasionally commanding a detached squadron, until the end of June 1814. He was promoted to the rank of rear-admiral, August 12, 1819. See HOME STATION, July 23, and August 1, 1804; and July 26, 1806.

ONSLOW, Vice-Adm. Sir Richard, was appointed lieutenant December 17, 1758. On July 11, 1761, he was made commander;

and on April 14, 1762, he was made post. He was in America under Lord Howe in 1778. On July 1, 1793, he was promoted to rear-admiral of the white; in 1797 was second in command under Lord Duncan, and for his gallant conduct in the engagement off Camperdown, he was created a baronet, received the thanks of both Houses of Parliament, was presented with the freedom of the city of London, and a sword of one hundred guineas value. On July 14, 1799, he was promoted to be admiral of the blue, and subsequently obtained the distinguished honour of being appointed lieutenant-general of marines, and was created grand cross of the Order of the Bath. He died in 1818. See CAMPERDOWN.

ONTARIO Lake, September 11, 1813.—The squadron under Com. Sir J. L. Yeo, of the Wolfe, being becalmed off Genesee river, the enemy's fleet of eleven sail, having a partial wind, succeeded in getting within range of their long 24 and 32-pounders; and from their having the wind of the commodore, and the dull sailing of some of his ships, he found it impossible to bring them to action. He remained in this mortifying situation five hours, having only six guns in all the squadron that would reach the enemy. Mr. W. Ellery, midshipman, and 3 seamen, were killed, and 7 wounded.

On September 28, the American fleet, under Com. Chauncey, made their appearance, when Sir J. L. Yeo endeavoured to bring them to a general action; but having the advantage of the wind, they were enabled to choose their own distance, and prevent the British squadron from closing with them: the consequence was, that about fifteen minutes after the engagement began, the Wolfe lost her main and mizen topmasts, which rendered her so perfectly unmanageable on a wind, that after continuing the action for upwards of three hours, Sir James was obliged to put away before the severe gale then blowing, and get to the anchorage off Burlington Heights, whither the enemy, notwithstanding the advantage he had thus gained, did not think fit to follow him.

On May 6, 1814, a joint attack was made on the forts and town of Oswego by the squadron under the command of Com. Sir J. L. Yeo, of the Prince Regent, 58, and a detachment of troops commanded by Lieut.-Gen. Drummond. This was a most formidable position, where the enemy had by river navigation collected from the interior several heavy guns, and naval stores for the ships, and large depots of provisions for their army. On the morning of the 6th, 140 troops, 200 seamen, armed with pikes, under Capt. Mulcaster, and 400 marines, were put into the boats; the Montreal took its station abreast, and within a quarter of a mile of the fort, the Magnet opposite the town, and the Star and Charwell to cover the landing, which was effected under a most heavy fire of round, grape, and musketry, kept up with great spirit. The men having to ascend a very steep and long hill, were exposed to a destructive fire; their gallantry surmounting every difficulty, they soon gained the summit of the hill, and throwing themselves into the fosse, mounted the ramparts on all sides, vying with each other who should be foremost. Lieut. Lawrie, the commodore's secretary, was the first who gained the ramparts, and Lieut. Hewitt climbed the flag-staff under a heavy fire, and in the most gallant style struck the American colours, which had been nailed to the mast. The brave Capt. Mulcaster, in leading the seamen to the assault, received a dangerous wound in the act of entering the fort: Mr.

Scott,

Scott, the commodore's first lieutenant, and next in command, took his place, and soon gained the ramparts. Capt. O'Connor, of the Prince Regent, who landed the troops, displayed great ability and cool judgment, the boats being under a heavy fire from all points. Capt. Popham, of the Montreal, was wounded in the right hand, and Mr. Richardson, the master, in the left arm, which obliged him to undergo amputation at the shoulder-joint. The Montreal was set on fire three times by red-hot shot, and much cut up. Capt. Holtoway, doing duty in the Princess Charlotte, gallantly fell at the head of his company. The loss sustained by the squadron and troops was 94 killed and wounded. The boats brought off seven heavy guns, intended for a new ship, three schooners, 800 barrels of flour, 500 barrels of pork, 600 barrels of salt, 500 barrels of bread, and a quantity of large rope. They destroyed six guns, one schooner, the barracks, and other public buildings. The ships and vessels employed on this service were, the Prince Regent, 58, Com. Sir J. L. Yeo, Capt. R. J. L. O'Connor; Princess Charlotte, 42, Capt. W. H. Mulcaster; Montreal, 23, Capt. S. Popham; Niagara, 21, Capt. F. B. Spilsbury; Charwell, 14, Capt. A. Dobbs; Star, 14, Capt. C. Anthony; and Magnet, 12, Capt. H. Collier.

The boats of the squadron, under the command of Capt. Popham, of the Montreal, and Capt. Spilsbury, of the Niagara, with 180 seamen and marines, attacked, on May 30, a flotilla of the enemy's craft, laden with naval stores from Oswego, at Sandy Creek, from whence they were to have been conveyed to Sackett's Harbour. The enemy's force consisted of 150 riflemen, near 200 Indians, and a numerous body of militia and cavalry, which soon overpowered, by such very superior numbers, the British party, notwithstanding a most spirited resistance, 18 being killed, and 50 dangerously wounded. The exertions of the American officers of the rifle corps, commanded by Major Appling, saved the lives of many of the British officers and men, whom their own men and the Indians were devoting to death.

OTWAY, Rear-Adm. Robert W., was made a commander in the Thorn (slp.), of 16 guns; and in the month of April 1796, he captured the Republican schooner Caroline, from Guadaloupe, with 10,000 proclamations, in English and French, and as many national cockades, to be distributed among the negroes, for the purpose of insurrection. On the 25th of the following month, he fell in with, and after a smart action of thirty-five minutes, captured Le Courier national corvette, of 18 guns and 119 men, of whom 7 were k. and 20 w. During the Carib war, in the island of St. Vincent, Capt. Otway was actively employed in co-operation with the army; and on October 30 was promoted to post rank in the Mermaid, of 32 guns, which ship he joined at Grenada in the following month. Here he also acted in co-operation with the army, and distinguished himself greatly. On August 8, 1796, he fought a gallant action close under the batteries of Basseterre, with the Vengeance, a French frigate of the largest class, and compelled her to return to the anchorage, with a loss of 12 men k. and 26 w. In the night of April 21, 1797, in company with the Hermione and Quebec frigates and Penelope cutter, he had a smart skirmish with the forts at Jean Rabel, St. Domingo, and succeeded in cutting out nine sail of merchantmen. About the month of July, Capt. Otway exchanged into the Ceres, of 32 guns. June 1,

1798.

1798, he captured and burnt, to windward of St. Juan, Porto-Rico, La Mutine French privateer brig, of 18 guns and 150 men; and during this month, with the *Acasta* in company, he destroyed a great number of French and Spanish privateers off Porto-Rico. In July, Capt. Otway removed into the *Trent*, of 36 guns; and in March 1799, the boats of that ship, under Lieuts. Belcher and Baldiston, with a party of marines, stormed a Spanish battery in a bay near Cape Rosa, destroyed the guns, and brought off a large ship and a schooner. He continued to command the *Trent*, on the Jamaica station, until September 1800, when he sailed for England; and in November was appointed to the *Royal George*, of 100 guns, bearing the flag of Adm. Sir H. Parker, with whom he afterwards removed into the *London*, 98, and in the ensuing spring sailed for the Baltic. During the battle off Copenhagen, April 2, 1801, Capt. Otway was sent in an open boat, with orders to Lord Nelson, and was afterwards sent home with the official despatches relative to that glorious event. In August he removed into the *Edgar*, 74, which ship was put out of commission in July 1802. In December 1803 Capt. Otway was appointed to the *Montague*, 74, in which ship he was actively employed on various services. He returned from the Mediterranean in the *Malta*, of 80 guns, and was put out of commission in December 1806. In the following month of June he obtained the command of the *Ajax*, 74; and on October 4, sailed with a convoy for the Mediterranean, on which station she was afterwards employed. December 13, 1810, he assisted at the capture and destruction of a French convoy in the mole at Palamos, on which occasion the *Ajax* had about 70 men killed, wounded, and missing; and on March 30, 1811, in company with the *Unité*, she captured the Dromedaire French frigate-built store-ship, of 20 guns, laden with ordnance stores. Capt. Otway afterwards removed into the *Cumberland*, 74, and returned to England in September. From this period he remained on shore until June 1813, when he was again appointed to the *Ajax*, and joined the Channel fleet. During the winter he was employed on the coast of Spain, and made several captures. March 17, 1814, he captured L'Alcyon French national corvette, of 16 guns and 120 men. In the following June he was sent from Bourdeaux to Quebec, with a squadron and transports containing a body of 5000 troops, to reinforce our army in Canada. He was promoted to the rank of rear-admiral June 4, 1814. Rear-Adm. Otway was appointed commander-in-chief on the coast of Scotland in the summer of 1818, and enjoyed that command during the customary period of three years. Before he hauled down his flag, he was presented with the freedom of the city of Edinburgh, and entertained at a public dinner, as a testimony of respect for his public and private character. See MEDITERRANEAN STATION, December 13, 1810, and March 30, 1811.

OTWAY, Vice-Adm. William Albany, was born in 1756, and descended from an ancient family of that name, originally residing in the West Riding of Yorkshire. He entered the service at nine years of age, and after being on board different ships, was made lieutenant by Sir Robert Harland, in the *East Indies*, in 1772, and served in the *Lark* frigate, Capt. Rd. Smith, on the American station. He was appointed to the command of Goat Island battery, for the defence of the town and harbour of Newport; and for his meritorious

meritorious conduct on this service, was honoured with the thanks of Lord Howe. He was present in different actions fought with Count de Grasse; was made post December 1, 1787; and in 1788 appointed to command the *Pegasus* on the Newfoundland station. He commanded the *Ganges* in the battle of Copenhagen, which ship bore a distinguished part on that glorious day. Capt. Otway was afterwards appointed one of the commissioners of the Transport Board; in 1802 one of the commissioners of the navy for the Mediterranean, which situation, 1804, he resigned, and coming home, was appointed one of the commissioners of the Board of Naval Inquiry. He was promoted to the rank of rear-admiral of the blue, October 2, 1807; immediately after which he hoisted his flag, and served in the *Ganges* and *Barfleur*, as second in command under Adm. Cotton. In 1809 he was second in command on board the *Cesar*, under Sir Rd. J. Strachan, on the Scheldt expedition; on his return, he was appointed commander-in-chief on the Thames, and soon after to the same post in Scotland. He was made rear of the white, April 1808; rear of the red, July 1810; vice of the blue, August 1, 1811; and vice of the white, June 4, 1814; he died in August 1815.

OWEN, Rear-Adm. Sir Edward, W. C. R., K. C. B., was made a post captain, April 23, 1793. In January 1801 he was appointed to the *Nemesis*, of 28 guns, on the North Sea station, from which ship he removed into *L'Immortalité*, 36, in May 1802; and after the renewal of hostilities, on June 14, 1803, that ship, with the *Jalousie* and *Cruiser* sloops, chased two French gun-vessels, *L'Inabordable* and *Le Commode*, of 4 guns each, on shore near Blanc Nez, where they were taken possession of by the boats, and brought off. On September 14 Capt. Owen, having the *Perseus* and *Explosion* bombs under his command, bombarded Dieppe and St. Valéry en Caux. See HOME STATION. From this period he kept the French coast in a continual state of alarm, by the daring manner in which the *Immortalité* approached their shores, and attacked their flotilla. In March 1806 Capt. Owen removed into the *Clyde* frigate, of 38 guns, employed in the North Sea and Channel. The *Clyde* formed part of the squadron under Sir Richard J. Strachan at the siege of Flushing in August 1809. See WALCHEREN. In December 1810 he removed into the *Inconstant*, 36; and in January, with his broad pendant as commodore, proceeded to the Gulf of Mexico, from whence he returned in June 1811, and was again stationed in the North Sea. On February 17, 1813, he was appointed to the *Cornwall*, 74, stationed in the North Sea off the Texel; and in December distinguished himself by his exemplary conduct at the head of the royal marines, landed from the British fleet to co-operate with the Dutch Royalists, in expelling the French from South Beveland. Capt. Owen was next appointed to the *Dorset* yacht, on July 30, 1814. He was nominated a K. C. B. January 2, 1815, appointed to the command of the *Royal Sovereign* yacht, February 6, 1816, and obtained a colonelcy of royal marines, July 19, 1821. On November 25, 1822, he was appointed to the *Gloucester*, 74; and attained the rank of rear-admiral May 27, 1825.

OWEN, Capt. William F., commanded the *Barraouta* sloop, 18, at the reduction of Java, in August 1811; was made a post captain on May 2, in that year; and on August 10, 1821, was appointed to the *Leven*, 24, at present employed surveying the coast of Africa.

PAGET,

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PAGET, Rear-Adm. Hon. Sir Charles, knight, was advanced to the rank of post captain October 17, 1797; and in October 1798 was appointed to the *Brilliant*, of 28 guns, which ship formed part of the armament sent against Ferrol, under the orders of Sir J. B. Warren, in the autumn of 1800. In April 1801, Capt. Paget removed into the *Hydra*, 38, and proceeded to the Mediterranean, where he remained about twelve months. In April 1803 he was appointed to the *Endymion*, 44; and on June 25 captured *La Bacchante* French corvette, of 18 guns, pierced for 22, and 200 men. On July 16 he captured *L'Adour* store-ship, pierced for 20 guns; and August 14, *Le General Moreau* schooner privateer, of 16 guns and 85 men. He subsequently intercepted several richly-laden Spanish merchantmen, coming from South America; and on June 18, 1805, he captured *La Colombe* French corvette, of 16 guns. In January 1806 he removed into the *Egyptienne*, 40; and on March 8, the boats of that ship cut out from the harbour of Muros the *Alcide* French frigate-built privateer, pierced for 34 guns. In May 1807 he removed into the *Cambrian*, 40; and in June 1808 was appointed to the *Leviathan*, 74, from which ship he removed into the *Revenge*, 74, in the following August. In the summer of 1810 he was employed in the blockade of Cherbourg; and on October 17 captured *Le Vengeur* lugger privateer, of 16 guns and 78 men. Capt. Paget was subsequently appointed to the *Superb*, belonging to the Channel fleet, and during a cruise in the Bay of Biscay took several prizes; among others, the *Star*, an American brig privateer, of 6 guns and 35 men, on February 9, 1813. In 1814 he was employed on the coast of North America, under the orders of Sir Alexander Cochrane, where he gave the enemy great annoyance. On June 13 his boats, with those of the *Nimrod* sloop, destroyed 2,500 tons of shipping, and a valuable cotton mill, at Wareham, in Buzzards Bay. He was appointed to the command of the *Prince Regent* yacht, January 11, 1819, from which he removed into the *Royal George* yacht on August 12. On December 15, 1821, he was appointed to the *Apollo* yacht, which command he retained until his promotion to the rank of rear-admiral, which took place April 9, 1823. Since his appointment to the *Royal George*, he attended his majesty in all his marine excursions, from whom he received the honour of knighthood, October 19, 1819. See HOME STATION, March 8, 1806, and AMERICAN STATIONS, June 13, 1814.

PAKENHAM, Adm. Hon. Sir Thomas, G. C. B., was born in 1757, and made post captain March 2, 1790. In 1781 he commanded the *Crescent*, of 28 guns, and accompanied Adm. Darby to the relief of Gibraltar; he was afterwards sent to Minorca. Returning from thence, in company with the *Flora*, 36, Capt. W. P. Williams, he had a smart action with two Dutch frigates, in which the *Crescent* lost her main and mizenmasts, whereby her guns being rendered useless, and having 26 men killed and 67 wounded, he was compelled to strike his colours; but Capt. Williams captured his opponent, and prevented the enemy from taking possession of the *Crescent*. Shortly after, they fell in with two large French frigates, whose force being far superior to them, in their pled state, they separated. The *Flora's* prize was retaken by the

the enemy, and the Crescent also fell into their hands, and was captured. In July following Capt. Pakenham was tried by a court-martial, and honourably acquitted. At the commencement of the war with revolutionary France in 1793, he again came forward to fight the battles of his country, and in May was appointed to the *Invincible*, 74, attached to the Channel fleet, under the orders of Earl Howe. On the glorious June 1, 1794, that ship, by her animated and well-directed fire, in a short time so crippled a French 84-gun ship, that she bore up, and became an easy conquest to the *Queen Charlotte*. The *Invincible* lost her main-topmast, had her lower masts and yards shot through, rigging and sails cut to pieces, 14 men killed, and 31 wounded. Capt. Pakenham was one of the officers who were named in Lord Howe's official despatch, and subsequently honoured with gold medals for their distinguished conduct. In January 1795 he was appointed to the *Juste*, of 84 guns; and on June 1, the anniversary of the above battle, a promotion of flag-officers taking place, he was appointed to a colonelcy of marines. He was advanced to the rank of rear-admiral February 14, 1799; became a vice-admiral April 23, 1804; and attained the rank of full admiral July 31, 1810. He was created a G. C. B. May 20, 1820. See **FIRST OF JUNE**.

PAKENHAM, Capt. Edward. See **CAPE OF GOOD HOPE**, and **EAST INDIA STATIONS**, May 5, 1794; October 1797; and July 24, 1798.

PALMER, Capt. Edmund, C. B. See **HOME STATION**, March 27, 1814.

PARIS, City of, surrendered to the grand allied army on March 30, 1814, and was entered the following day by the Emperor of Russia and King of Prussia, at the head of the army. A convention was signed on April 23, by Viscount Castlereagh, on the part of his Britannic majesty and his allies, and C. Maurice de Talleyrand Perigord, on the part of the French king, for a suspension of hostilities with France by sea and land.

PARKER, Capt. E. T. See **BOULOGNE**.

PARKER, Vice-Adm. George, was made a post captain April 7, 1795, in the *Squirrel*, of 24 guns, employed in the North Sea. In December 1796 he removed into the *Santa Margarita*, 36, in which ship he cruised and visited Jamaica, North America, the Mediterranean, and Leeward Islands, and retained the command of her during the remainder of the war. He captured the *San Francisco*, alias *Los Amigos* Spanish brig privateer, of 14 guns and 53 men, on June 21, 1797; and on July 10, *L'Adour* French privateer, of 16 guns, pierced for 20, and 147 men. On the following August 8, he captured *La Victorine* French schooner privateer, of 16 guns and 82 men; and in November 1798, *Le Quar-torze Juillet* French privateer brig, of 14 guns and 65 men. In August 1804 Capt. Parker was appointed to the *Argo*, of 44 guns, employed in the North Sea, which ship was put out of commission in October. His next appointment was in April 1805, to the *Stately*, 64, on the North Sea station. From thence he was sent to the Baltic station; and in March 22, 1808, on the *Cattegat*, with the *Nassau*, 64, in company, fell in with the *Prince Christian Frederick*, a Danish 74, which, after a running fight of an hour and three quarters, surrendered, and immediately after grounded on the shore of Zealand, where she was burnt. The *Stately* had

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4 k. and 28 w.; the Nassau 1 k. and 16 w.; and the Prince Christian Frederick had 55 k. and 88 w. In May 1808 Capt. Parker was appointed to the *Aboukir*, 74, and continued in that ship until the latter end of 1813, when he exchanged into the *Bombay*, 74, in the Mediterranean. He was promoted to the rank of rear-admiral June 4, 1814, and attained that of vice-admiral May 27, 1825. See *HOME STATION*, March 22, 1806.

PARKER, Adm. Sir Hyde, having passed the intermediate ranks, was, on July 18, 1763, made post. He distinguished himself in the American war, and received the honour of knighthood. On February 1, 1793, he was advanced to be rear-admiral of the white; on April 12, 1794, rear-admiral of the red; on July 4, vice-admiral of the blue; on June 1, 1795, vice-admiral of the red; on February 14, 1799, admiral of the blue; in 1804, admiral of the white; and in November following, admiral of the red. He closed his naval career as commander-in-chief, in the memorable engagement at Copenhagen, on April 2, 1801, and died March 16, 1807. See *COPENHAGEN*.

PARKER, Capt. Hyde. See *AMERICAN STATIONS*, January 15, 1815.

PARKER, Capt. Sir Peter, baronet. See *ISLE OF FRANCE*, and *AMERICAN STATIONS*, August 30, 1814.

PARKER, Lieut. Sir William, bart. See *MEDITERRANEAN STATION*, October 21 and 22, 1806.

PARKER, Capt. William, C. B. was made a commander in October 1799, and commanded the *Stork* (slp.) until the end of the war, during which time he captured the *La Legere* French packet, of 14 guns and 50 men; and assisted the *Constance* in capturing the *El Cantara* Spanish brig privateer, of 22 guns and 110 men, and a lugger, mounting 12 guns, near Cape Ortegal, July 27, 1801. He was promoted to post rank October 9, 1801; and in November 1802 was appointed to the *Amazon*, 38. On July 16, 1803, he captured the *Le Felix* French schooner privateer, of 16 guns and 96 men; and shortly after proceeded to the Mediterranean. He accompanied Lord Nelson when he pursued the combined fleets of France and Spain to the West Indies; and on September 12, 1805, he captured the *Principe de la Paz* Spanish corvette privateer, of 24 guns and 4 brass swivels, with 160 men. March 13, 1806, Capt. Parker assisted the *Foudroyant* and *London* at the capture of the *Marengo*, 74, bearing the flag of Adm. Linois, and the *Belle Poule* frigate, of 40 guns, who were returning to France from the East Indies. In the summer of 1809 he was actively employed in co-operating with the Patriots of Galicia. March 23, 1811, he captured the *Le Cupidon* French privateer brig, of 14 guns and 82 men; and in the following month of June the boats of the *Amazon*, under the directions of Lieut. Westphal, attacked an enemy's convoy, of nine sail, near the *Penmarks*. One of them having been cut off by the ship, the remainder ran on shore, under a battery, notwithstanding the fire from which, and from a considerable number of troops, three were brought off, and the others destroyed. Capt. Parker was nominated a C. B. in 1815.

PARRY, Capt. William Edward, fourth son of Dr. Parry, was born at Bath on December 19, 1790, and received the rudiments of his education at the grammar-school of that city, under the superintendence of the Rev. Nathaniel Morgan. In 1803 he first embarked in the naval service, on board the *Ville de Paris*, a first-rate

rate of 112 guns, bearing the flag of Adm. the Hon. William Cornwallis, then commander-in-chief of the Channel fleet, being recommended to the particular and friendly care of that gallant officer. In this ship he remained during the first three years of his service, engaged in the unpleasant duty of blockading the French fleets in Brest. On the admiral striking his flag, Mr. Parry was placed under the care of Capt. Thomas Baker, of the *Tribune*, of 36 guns, and he joined that ship on May 23, 1806. Here he was again employed during the remainder of the year on the blockading service, and on the following year cruising off the coast of Spain and Portugal. On May 20, 1808, he joined the *Vanguard*, 74, Capt. Baker having previously removed into that ship. The *Vanguard* was then employed in the Baltic, but returned to England in October. In this ship however he again sailed for the Baltic early in 1809, under the command of Capt. R. Glynn, and was principally employed in the Great Belt. On January 6, 1810, he was promoted to the rank of lieutenant. On February 9, Lieut. Parry joined the *Alexandria* frigate, of 32 guns, Capt. John Quilliam, and was again employed in the Baltic. In this and the preceding year Mr. Parry had several times been engaged with the enemy: in 1809, when commanding a gun-boat attached to the *Vanguard*, and in the *Alexandria*, a 12-pounder frigate, with Danish schooners and gun-boats, carrying balls of 32 lb. weight. In this year too he says (October 1)—“I have lately found an employment for part of the nights as well as the days, by studying the situation of all the principal fixed stars in our hemisphere. This I mean to follow up, as far as it may be found essentially useful in navigation.” He was at the same time employed in preparing charts of the northern navigation.

In January 1811, Capt. Cathcart succeeded Capt. Quilliam in the command of the *Alexandria*, but Mr. Parry still continued in that ship, on the Leith station, and was employed in protecting the Spitzbergen whale fishery. This and the following year he was much employed in the practice of observing the stars, in order to obtain the latitude and longitude at sea by night; and frequently expressed his opinion, “how truly it is to be desired, that the practice of observing by more suns than one, could be generally introduced among the rising generation of navigators.” He also made a survey of Balta Sound and the Voe, in Shetland. This was transmitted to the lords of the Admiralty in 1813. Several other surveys of the different coasts between Sweden and Denmark had also been formerly forwarded by him to the hydrographer of the Admiralty. In January 1813 Mr. Parry was discharged from the *Alexandria*, and in March sailed from Torbay in the *Sceptre*, Capt. Honyman, being appointed to the *Hogue*, of 74 guns, the Hon. Capt. Capel, which ship he joined at Halifax on June 3. In his way to Halifax, Mr. Parry was received very politely at Barbadoes by Sir Francis Laforey, then superseded by Sir J. B. Warren; and that admiral, after regretting that he had not joined him before, added, had he been there twelve months earlier, he would have been twelve months a commander. The year 1813 was spent off Halifax, Boston, Shelburne, &c. in cruising after commodore Rodgers, in the *President*; but that ship, as well as the Congress, always eluded the search that was made after them. In the course of 1814, several manuscript copies of his practical rules for observing at night by the fixed stars, were distributed among

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many of the junior officers, which was afterwards printed in England.

In May 1816 Mr. Parry was at the top of the Admiralty list for promotion, but was again so unfortunate as not to attain it. In June he was appointed first lieutenant of the *Niger*, of 38 guns, Capt. Jackson, and was stationed off Halifax, and the River St. Lawrence. In all these situations his conduct was such as to obtain numerous testimonials, indicating the high esteem and confidence in which he was held by all the officers under whom he had served.

Early in 1817, in consequence of a severe affliction with which it had pleased Providence to visit his father, he obtained leave to return to England, where he arrived in May: he remained in the neighbourhood of Bath until the autumn of that year, when being strongly recommended to the Admiralty Board, he was appointed to the command of the *Alexander*, to accompany Capt. Ross, in the *Isabella*, destined to explore the North Western Passage. The history of this voyage is well known; therefore it is sufficient to say, that the ships returned in November 1818. In consequence of the failure of this expedition, much discussion took place, and a second was forthwith determined on for the following year, to be intrusted to the sole care and direction of Mr. Parry, who was permitted to select his own ship, and was consulted as to the appointment of his officers in the two ships which he was to command. On May 11, 1819, the expedition sailed from England, consisting of the *Hecla*, Lieut. Parry, and the *Griper*, Lieut. Liddon; and after penetrating through immense quantities of ice, succeeded in attaining the 113th degree of west longitude, within the Arctic Circle: they returned in November 1820, having, if not entirely completed the whole object of their destination, at least surpassed the expectations of the most sanguine calculation on their safety and success. Mr. Parry received £1000 of the parliamentary grant, and was made a commander, his commission bearing date November 4, 1820.

The grand question of a northern passage between the Atlantic and Pacific Oceans not having been decided by the former expedition, although the discoveries then made afforded a strong presumption in favour of its existence, another attempt was determined on, under the command of Capt. Parry; and accordingly two ships were fitted out, viz. the *Fury*, commissioned by Capt. Parry, and the *Hecla*, by Capt. G. F. Lyon; these vessels sailed from the Nore, May 10, 1821, and passed through Hudson's Strait, wintering in lat. 66 deg. 11 min. N. and long. 82 deg. 53 min. W.; they thence proceeded up Fox's Channel, discovering the *Fury* and *Hecla* Strait, which, though then impassable, was found to communicate with the Arctic Sea: they wintered the second year, 1822, at Igloodik, in lat. 69 deg. 21 min. N. and long. 81 deg. 44 min. W.; and returned to England October 18, 1822. The object of these expeditions not having been yet attained, a third one, consisting of the *Hecla*, Capt. Parry, and the *Fury*, Capt. Hoppner, sailed from the Nore May 18, 1824, and made the coast of West Greenland, which the *Hecla* and *Fury* left July 4, and got only to Barrow's Strait in time to winter at Port Bowen, in Prince Regent's inlet, where they were laid up between September 28 and October 6, and remained there until July 19, 1825; after which, while working along towards the south, the *Fury* was driven ashore by the ice, and wrecked: the *Hecla*, with the crews of both vessels,

vessels, then returned homeward, and arrived off the coast of Scotland October 18, 1825. Capt. Parry was posted November 8, 1821; and appointed hydrographer to the Admiralty the latter end of 1825.

PASLEY, Adm. Sir Thomas, entered the service in 1742 as a midshipman. He early distinguished himself in the engagement which took place between a squadron commanded by Capt. Elliot, and one commanded by the brave, the humane, and generous French Commodore Thurot, February 28, 1760. At the head of the men of the foremost guns, which Mr. Pasley at that time commanded, he boarded the *Belleisle*, made himself master of the deck, and obtained entire possession of the ship. After the usual promotions, he was, in 1771, advanced to the rank of post, and appointed to the *Seahorse*; in 1780 to the *Jupiter*, of 60 guns. He was in the attack made by Monsieur de Suffrein on the squadron of which his ship was one, while it lay in Porto-Praya Road. In 1788 he was appointed to the chief command of his majesty's ships and vessels in the Medway; a nomination highly honourable to him, considering that it was the only home command ever bestowed on any person in time of peace, not previously holding the rank of a flag officer. In 1793 he was appointed as an established commodore, to hoist his broad pendant on board the *Bellerophon*. On the glorious first of June he lost a leg in the action, for which, and his conduct on that occasion, he was made a baronet of Great Britain, with a pension of £1000 a-year. On July 12 he was advanced to the rank of rear-admiral of the red; on June 1, 1795, to that of vice-admiral of the white; and on February 14, 1799, to that of vice of the red: in 1801 made admiral of the blue; and in 1805 admiral of the white. He died the 29th of November, 1808, aged 75. See FIRST OF JUNE.

PATER, Adm. Charles Dudley. See BALTIC STATION, July 25, 1809.

PATTON, Adm. Philip, was a lord of the Admiralty, and distinguished by a superior understanding and a strong literary talent. He died in 1816, aged 77.

PAUL, Capt. Christmas. See HOME STATION, September 14, 1803.

PAULET, Vice-Adm. Hon. Lord Henry, K. C. B., was promoted to the rank of post captain January 9, 1794, and for a short period commanded the *Vengeance*, 74, bearing the flag of Com. C. Thompson. His next appointment was to the *Astrea* frigate, of 32 guns, stationed in the Channel; and on April 10, 1795, while cruising with Rear-Adm. Colpoys, he chased, and after a smart engagement of fifty-eight minutes, captured the *La Gloire* French frigate, of 36 guns, 6 carronades, and 275 men, of whom, including the captain, 40 were killed and wounded: the *Astrea* had 8 wounded. In June his lordship removed into the *Thalia*, of 36 guns, attached to Lord Bridport's fleet, and was present at the action off L'Orient, on the 23d of that month. The *Thalia* remained on the home station until January 1797, when she accompanied the squadron under Rear-Adm. Parker, sent to reinforce Sir John Jervis, off Cadiz. On December 10 he captured L'Espoir French corvette, of 16 guns, and on June 12, 1798, his lordship quitted the *Thalia* and returned to England. In December, the same year, he was appointed to the *Defence*, 74, in which ship he continued until the conclusion of the war. In October 1803 he was appointed to the *Terrible*, 74: at the general promotion, August 1, 1811, he was nominated a

colonel of royal marines; and on August 12, 1812, was promoted to the rank of rear-admiral. In May 1813 he was appointed to a seat at the Admiralty Board, which he was obliged to resign through ill health in April 1816. He was nominated a K. C. B. January 2, 1813, and on August 12, 1819, his lordship became a vice-admiral.

PAYNE, Rear-Adm. John Willett, the youngest son of the Hon. Mr. Payne, lieutenant-governor of St. Christopher, was born on that island. He entered the service in the year 1769, was extremely active during the American war, and after going through the regular gradations, was advanced to post rank on July 8, 1780. He was afterwards appointed to the *Enterprise*, of 28 guns, and subsequently to the *Leander*, of 50 guns, in the West Indies, in which ship, on February 18, he engaged a large ship, supposed to be of 74 guns, which was out of sight in the morning. He was afterwards appointed to the *Princess Amelia*, of 80 guns, in which he returned to England at the conclusion of the war. Capt. Payne, in 1785, became one of the members for Huntingdon. Previous to this he had been appointed private secretary, and keeper of the privy seal, to the Prince of Wales, whose friendship he had obtained. In 1793 he was appointed to the *Russel*, of 74 guns; and on June 1, 1794, this officer was among those who received the particular thanks of Lord Howe, with a public mark of their sovereign's approbation, in the medal that was presented to them as the honourable badge of naval merit. On December 31, 1794-95, Capt. Payne hoisted his broad pendant in the *Jupiter*, of 50 guns, as commodore of the squadron destined to bring her royal highness the *Princess Caroline* of Brunswick to England. On February 14, 1794, he was made rear-admiral of the blue; in August 1799, he was appointed treasurer of Greenwich Hospital; and on November 17, 1803, he died, at the age of fifty. See **FIRST OF JUNE**.

PEARSE, Capt. Henry W., C. B. See **MEDITERRANEAN STATION**, December 13, 1806.

PEARSON, Capt. Richard H. See **HOME STATION**, August 15, 1797; and May 18, 1803.

PELL, Capt. Watkin Owen. See **HOME STATION**, October 9, 1813.

PELLEW, Adm. Edward. See **EXMOUTH**, Adm. Lord; and also **CAPE OF GOOD HOPE** and **EAST INDIA STATIONS**, December 14, 1807.

PELLEW, Vice-Adm. Sir Israel, K. C. B., was promoted to the rank of post captain June 5, 1793, and in November following was appointed to the *Squirrel*, of 24 guns, employed in the North Sea. In April 1795, he removed into the *Amphion*, 32, and proceeded to Newfoundland, under the orders of Sir J. Wallace. On his return from thence he joined a squadron of frigates, commanded by Sir E. Pellew, employed in the entrance of the Channel. On September 22, 1796, while the *Amphion* was undergoing some repairs at Plymouth, the fore magazine took fire, and exploded, and she sank alongside the sheer hulk. Of about 300 persons on board, not more than 40 were saved, and several of these severely wounded. Capt. Pellew, his first lieutenant, and Capt. Swafield, of the *Overysse*, were in the cabin at dinner, when hearing a kind of rumbling noise, the two former ran into the quarter gallery nearest to the sheer hulk, on whose deck Capt.

Pellew

Pellew was instantaneously thrown, whereby he was severely bruised. The lieutenant was thrown into the water wounded. Capt. Swaffield, the third lieutenant, master, surgeon, &c. perished. In August 1797, Capt. Pellew was appointed to the *Cleopatra*, 32, stationed in the Channel; and on March 26, 1798, captured *L'Emilie* French privateer, of 18 guns and 110 men. In July following he escorted a fleet of merchantmen to Halifax, where he continued until the beginning of 1801, and then proceeded to Jamaica. While on the latter station, the *Cleopatra* had two narrow escapes from destruction: on one occasion, when crossing the Gulf stream, under a reefed foresail and mizen stay-sail in a strong gale, not far to the northward of Cape Hatteras, in a night rendered dark by a deep and jet-black thunder cloud, which had obscured the moon. After much vivid lightning, and a loud explosion, the wind shifted in a very heavy squall, so as to bring the ship up several points, giving her additional way through the water, and head to a very high and greatly-agitated sea. Her first plunge put the whole of the fore-castle deep under water, and the officers on deck hardly expected to see her rise again. The captain, who was in his cot, got a severe blow, by being dashed violently against the beams. The ship, however, rose, throwing a vast body of water aft, which burst the cabin bulk-head, breaking loose every thing upon deck but the guns. In this send-aft, the taffrail and after-part of the quarter-deck were far under water; luckily, only part of the after-hatchway was open, and no great body of water went below. On the foresail being hauled up, the damage was found to be the loss of jib-boom, spritsail-yard, and bumpkins, the bowsprit and fore-yard sprung, small cutter carried away from the davits, the spanker-boom and many ropes broke.—Early in 1801 the *Cleopatra* got aground on Abaco, one of the Bahama islands, where she remained three days before she could be got afloat. After these disasters, Capt. Pellew returned to the Halifax station, where he continued until the conclusion of the war; arrived at Portsmouth in December 1801, and the *Cleopatra* was put out of commission on the following February. In May 1804, Capt. Pellew was appointed to the *Conqueror*, 74; and on September 1 sailed for the Mediterranean, from whence he accompanied Lord Nelson to the West Indies, in pursuit of the combined squadrons of France and Spain; and was present with him at the memorable battle off Trafalgar, October 21, 1805, on which occasion the *Conqueror* had 3 men killed and 9 wounded. He was subsequently employed under Sir Charles Cotton, in blockading the Tagus, until December, when he returned to England, and was attached to the Channel fleet. In the latter end of 1807, the *Conqueror* accompanied Sir Sidney Smith to the coast of Portugal, where Capt. Pellew left her in May 1808, and was soon after appointed to superintend the payments of the ships afloat at Plymouth. He was promoted to the rank of rear-admiral July 31, 1810; and in June 1811 went to the Mediterranean in the *Caledonia*, 120, as captain of the fleet, under his brother, where he remained until the conclusion of the war. He was nominated a K. C. B. January 2, 1815, and attained the rank of vice-admiral August 12, 1819.

PELLEW, Capt. Charles. See JAVA.

PENROSE, Vice-Adm. Sir Charles Vinicombe, K. C. B., was made a post captain October 2, 1794; and early in the following year commanded the *Cleopatra*, of 32 guns, on the Halifax station,

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colonel of royal marines; and on August 12, 1812, was promoted to the rank of rear-admiral. In May 1813 he was appointed to a seat at the Admiralty Board, which he was obliged to resign through ill health in April 1816. He was nominated a K. C. B. January 2, 1813, and on August 12, 1819, his lordship became a vice-admiral.

PAYNE, Rear-Adm. John Willett, the youngest son of the Hon. Mr. Payne, lieutenant-governor of St. Christopher, was born on that island. He entered the service in the year 1760, was extremely active during the American war, and after going through the regular gradations, was advanced to post rank on July 8, 1769. He was afterwards appointed to the *Enterprise*, of 28 guns, and subsequently to the *Leander*, of 50 guns, in the West India, in which ship, on February 18, he engaged a large ship, supposed to be of 74 guns, which was out of sight in the morning. He was afterwards appointed to the *Princess Amelia*, of 80 guns, in which he returned to England at the conclusion of the war. Capt. Payne, in 1785, became one of the members for Huntingdon. Previous to this he had been appointed private secretary, and keeper of the privy seal, to the Prince of Wales, whose friendship he had obtained. In 1793 he was appointed to the *Rusel*, of 74 guns; and on June 1, 1794, this officer was among those who received the particular thanks of Lord Howe, with a public mark of their sovereign's approbation, in the medal that was presented to them as the honourable badge of naval merit. On December 31, 1794-95, Capt. Payne hoisted his broad pendant in the *Jupiter*, of 80 guns, as commodore of the squadron destined to bring her royal highness the *Princess Caroline* of Brunswick to England. On February 14, 1794, he was made rear-admiral of the blue; in August 1799, he was appointed treasurer of Greenwich Hospital; and on November 17, 1803, he died, at the age of fifty. See **FIRST OF JUNE**.

PEARSE, Capt. Henry W., C. B. See **MEDITERRANEAN STATION**, December 13, 1806.

PEARSON, Capt. Richard H. See **HOME STATION**, August 15, 1797; and May 18, 1803.

PELL, Capt. Watkin Owen. See **HOME STATION**, October 9, 1813.

PELLEW, Adm. Edward. See **EXMOUTH**, Adm. Lord; and also **CAPE OF GOOD HOPE** and **EAST INDIA STATIONS**, December 14, 1807.

PELLEW, Vice-Adm. Sir Israel, K. C. B., was promoted to the rank of post captain June 5, 1793, and in November following was appointed to the *Squirrel*, of 24 guns, employed in the North Sea. In April 1795, he removed into the *Amphion*, 32, and proceeded to Newfoundland, under the orders of Sir J. Wallace. On his return from thence he joined a squadron of frigates, commanded by Sir E. Pellew, employed in the entrance of the Channel. On September 22, 1796, while the *Amphion* was undergoing some repairs at Plymouth, the fore magazine took fire, and exploded, and she sank alongside the sheer hulk. Of about 300 persons on board, not more than 60 were saved, and several of these severely wounded. Capt. Pellew, his first lieutenant, and Capt. Swaffield, of the *Overyssel*, were in the cabin at dinner, when hearing a kind of rumbling noise, the two former ran into the quarter gallery nearest to the sheer hulk, on whose deck Capt. Pellew

Pellow was instantaneously thrown, whereby he was severely injured. The lieutenant was thrown into the water wounded. Capt. Swaffield, the third lieutenant, master surgeon &c. perished. In August 1797, Capt. Pellow was appointed in the *Clonpatra*, 32, stationed in the Channel; and on March 28, 1798, captured 1. *Emilie* French privateer, of 14 guns and 110 men. Fully following he escorted a fleet of merchantmen to Halifax, where he continued until the beginning of 1801, and then proceeded to Lameira. While on the latter station, the *Clonpatra* had two narrow escapes from destruction. On one occasion, when crossing the Gulf stream, under a scudding breeze and driven away east in a strong gale, not far to the north-west of Cape Hatteras, a night rendered dark by a deep and jet-black thunder cloud, which had obscured the moon. After much vivid lightning, and a loud explosion, the wind shifted in a very heavy squall, so as to bring the ship up several points, giving her additional way through the water, and now in a very high and greatly agitated sea. Her fore-thing put the whole of the fore-castle deep under water, and the officers on deck narrowly escaped in sea her rise again. The captain, who was in his cot, got a severe blow, by being dashed violently against the beams. The ship, however, rose, throwing a vast body of water aft, which burst the cabin bulk-head, sweeping loose every thing upon deck but the guns. In this condition, the fore-castle and after part of the quarter-deck were far under water; luckily, only part of the after hatch-way was open, and in great body of water came relief. On the fore-castle being hoisted up, the damage was found to be the loss of six lower spritsail yards and humpkins, the fore-castle and fore-yard sprung, small water carried away from the bows, the spunker beam and many copper bolts. — Early in 1801 the *Clonpatra* got aground on Arden, one of the Bahama islands, where she remained three days before she could be got off. After these disasters Capt. Pellow returned to the Halifax station, where he continued until the conclusion of the war; arrived at Portsmouth in December 1801, and the *Clonpatra* was put out of commission on the following February. In May 1801 Capt. Pellow was appointed in the *Conqueror* 74; and on September 1 called for the Mediterranean from whence he accompanied Lord Viscount to the West Indies, in pursuit of the scattered squadrons of France and Spain, and was present with him at the memorable battle off Trafalgar, October 21, 1805, on which occasion the *Conqueror* had 3 men killed and 3 wounded. He was subsequently employed under Sir Charles Cotton in blockading the Egypt until December, when he returned to England, and was attached to the Channel fleet. In the latter end of 1807, the *Conqueror* was ordered Sir Sidney Smith to the coast of Portugal, where Capt. Pellow left her in May 1808, and was soon after appointed to superintend the payments of the ships off at Plymouth. He was promoted to the rank of rear admiral July 31 1810; and in June 1811 went to the Mediterranean in the *Calcutta* 120, as captain of the fleet, under his brother, where he remained until the conclusion of the war. He was nominated a K. C. B. January 2, 1815, and attained the rank of rear admiral August 12, 1819.

P.F.S.V. Capt. Charles Don Laza.

P.F.N. 64P. Vice Adm. Sir Charles Timotheo, K. C. B. was made a post captain October 2, 1794, and early in the following year commanded the *Clonpatra*, of 32 guns, on the Halifax station.

from whence he returned to Portsmouth in the latter end of 1796, and was attached to the western squadron. He quitted the *Cleopatra* in August 1797, and in September 1799 was appointed to the *Sans Pareil*, of 80 guns; he proceeded to the West Indies with convoy on November 20; and on his arrival at Jamaica, hoisted the flag of Vice-Adm. Lord H. Seymour. In January 1802 he removed into the *Carnatic*, 74, returned to England in June, and was paid off at Plymouth. In November 1803 he was appointed to command the sea fencibles, from the Land's End to Hartland Point, where he continued until that establishment was broken up in the early part of 1810. During the ensuing summer a flotilla establishment was formed at Gibraltar, for the defence of Cadiz, and Capt. Penrose was appointed to the chief command, on which occasion he hoisted a broad pendant on board the *San Juan* sheer-hulk at the former place. On August 12, 1812, he was nominated to a colonelcy of royal marines; and on December 4, 1813, promoted to the rank of rear-admiral; from which time he commanded a squadron employed in co-operation with the British army, under Lord Wellington, until the termination of hostilities. With his squadron he pursued the enemy up the river Gironde, as far as Fort Tallemont; when, to prevent capture, on the night of April 6, 1814, the French vessels were all set fire to by themselves, and before day were totally consumed. They consisted of the *Regulus*, 74-gun ship, three brigs of war, and several smaller vessels. The batteries at Point Coubre, Point Nègre, Royan, Soulac, and Meché, were destroyed by a detachment under Capt. Harris of the *Belle Poule*. A few days previous to the above event, the advanced boats of the squadron, under Lieut. Dunlop, of the *Porcupine*, encountered and defeated a flotilla, consisting of two gun-brigs, eight gun-boats, one armed schooner, four chasse-marees, and a barge, the whole of which were either captured or destroyed; by which the navigation of the river was completely cleared as far as Blaye. In January 1815 Rear-Adm. Penrose was appointed commander-in-chief in the Mediterranean, where he continued until the autumn of 1818. He was nominated a K. C. B. January 3, 1816, and attained the rank of vice-admiral July 19, 1821.

PEYTON, Capt. John. See NILE.

PHILLIMORE, Capt. Sir John, knight. See HOME STATION, February 25, 1814.

PICKSTOCK, Capt. See MEDITERRANEAN STATION, December 1798.

PIGOT, Capt. Hugh. See LEEWARD ISLAND STATION, April 5, 1807; March 2, and October 31, 1808.

PLAMPIN, Vice-Adm. Robert, was a lieutenant on board the *Syren* frigate, in 1793, in which ship his Royal Highness the Duke of York went over to Holland: he served with great credit in a gun-boat at the defence of Williamstad, and the attack of the enemy's batteries on the Moordyke, March 21. He was soon afterwards made a commander, and in 1794 commanded the *Firm* gun-vessel, of 16 guns, employed in the West Scheldt. He obtained post rank April 21, 1795, and was appointed to the *Ariadne*, of 20 guns, in the Mediterranean. From that ship he removed into the *Lowestoffe* frigate, of 32 guns, about the close of the year, and arrived in England with a convoy of merchantmen in September 1796, when that ship was put out of commission at Plymouth. In December 1798, the *Lowestoffe* having been repaired, Capt. Plampin

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was re-appointed to her, and in the following month of March sailed for the West Indies. She remained on the Jamaica station until 1801, when, on her return to Europe with a fleet of merchantmen, through the windward passage, the *Lowestoffe* went on shore upon the *Great Heneaga*, in the night of August 11, and was totally wrecked, but the crew were saved. On the 3d of the following month, by a court-martial at Port Royal, Capt. Plampin was tried and acquitted of all blame. In August 1805 he was appointed to the *Powerful*, of 74 guns, and accompanied Sir J. T. Duckworth to the Leeward Islands. From thence he was despatched to the East Indies, to the commander-in-chief on that station. June 19, 1806, he captured *La Henriette* French privateer, of 20 guns and 124 men; and on July 12 following, after a running fight of two hours, *La Bellone*, also a French privateer, of 30 guns and 194 men, 1 of whom was killed and 6 wounded. The *Powerful* had 2 k. and 11 w. Capt. Plampin arrived at Spithead from the East Indies in February 1808, and resigned the command of that ship. His next appointment was to the *Courageux*, 74, in June 1809; and he commanded a division of the fleet under Sir R. J. Strachan, in the expedition to the Scheldt, in July and August. In May 1810 he removed into the *Gibraltar*, of 80 guns, employed on the coast of France; and in December 1811 into the *Royal Sovereign*, of 110 guns. On January 24, 1812, he was appointed to the *Ocean*, 98, in which ship he served on the Mediterranean station during the remainder of the war. On June 4, 1814, Capt. Plampin was promoted to the rank of rear-admiral; and in 1817 he hoisted his flag in the *Conqueror*, of 74 guns, as commander-in-chief at St. Helena, where he remained during the customary period, and returned to England from thence in September 1820. He attained the rank of vice-admiral May 27, 1825.

POLE, Adm. Sir Charles Morice, baronet, G. C. B., was born at Stoke, in Devonshire, on January 18, 1757, and entered the naval service in the *Thames* frigate, in 1772. About the year 1774 Mr. Pole commenced an intimate friendship with a young seaman, Horatio Nelson, who was then in the *Seahorse*: he received his first commission as lieutenant of the *Seahorse*, Capt. Farnier; went to the East Indies in the *Rippon*, Com. Sir Edward Vernon, and commanded the seamen and marines that were landed to assist in the reduction of Pondicherry. On March 22, 1779, he was made post; in 1780 fell in with three French luggers, two of which he captured; was sent afterwards in the *Hussar* to America, which ship was lost on the *Pot-Rock*, in the passage of Hell Gates. In 1782, being in the *Success* frigate, of 32 guns and 220 men, he fought a most gallant action with, and captured the *Santa Catalina*, a Spanish frigate, of 34 guns and 316 men, thirty-eight of whom were killed and wounded. He was made rear-admiral of the blue June 1, 1795; proceeded afterwards to the West Indies in the *Carnatic*, as second in command to the late Sir H. C. Christian; and took an able part in the various important services on which the squadron was employed. In 1800 he was appointed governor and commander-in-chief at Newfoundland, to which station he sailed with his flag on board the *Agincourt*, of 64 guns, as vice-admiral of the blue. From this duty he was called on to succeed his early friend, Lord Nelson, during the month of July 1801, in the command of the *Baltic* fleet. He was raised to the dignity of a baronet of Great Britain by patent, dated September

12, 1801. In 1802 he was elected a member of parliament for Newark; and some time after named by the House of Commons chairman of the commission appointed for inquiring into the abuses in the civil branches of the navy. In 1806 he was called by Mr. Grey (now Lord Grey) to take a place at the Board of Admiralty. It afforded his noble mind particular gratification to assist in that wise measure which was then adopted, of increasing the petty officers of the navy, and augmenting the pay of every class. As an eminent and most valuable naval member of the House of Commons, he set an example to such of his profession as may there wish to serve its interests, and to support their own independence. November 9, 1805, he attained the rank of full admiral; and was nominated a G. C. B. February 20, 1818.

PONDICHERRY. The last of the French settlements in India which surrendered to the British arms, capitulated to the land forces, under Col. Braithwaite, August 23, 1793; the port having been previously blockaded by the *Minerva*, 38, Rear-Adm. the Hon. W. Cornwallis, Capt. J. Whitby; and three Indiamen. Pondicherry was ceded to France by the treaty of Amiens, March 27, 1802.

POPHAM, Rear-Adm. Sir Home R., was born at Gibraltar in 1762, and for some years previous to the late war was employed in surveys on the coast of Africa and in the East Indies, for which services he was thanked by the government and the court of directors of the East India Company. Sir Home prepared and executed a code of signals, which have been adopted by the navy. In 1802 he was returned for the borough of Yarmouth. Through Lord Melville's patronage he was appointed to the superintendence of a scheme for destroying a fleet by means never before heard of. This experiment was ludicrously called the catameran expedition, and two vessels were destroyed by it off Boulogne, in 1804. An attack on a larger scale was afterwards attempted at Fort Conge, but did not succeed. Devoted to the service of government for forty years, in the East and West Indies, Africa, America, and several parts of Europe, and worn out by the indefatigable and intense activity of his mind, he died at Cheltenham, in the year 1820, aged fifty-eight.

POPHAM, Capt. Stephen. See **ONTARIO LAKE**.

POYNTZ, Rear-Adm. Stephen, was made a post captain December 5, 1796, in the *Camilla*, of 20 guns, stationed in the Channel, and removed from that ship into the *Solebay*, of 32 guns, in the month of August 1797. About the month of November he sailed for the West Indies, where he remained three years. When cruising off St. Domingo, on November 22, 1799, he captured *L'Egyptienne*, of 18 guns, pierced for 44; *L'Eolan*, of 16; *La Sarric* brig, of 12; and *La Vengeur* schooner, of 8 guns; all laden with naval and military stores from Rochefort, bound to St. Domingo. He also captured several privateers. The *Solebay* returned to England in September 1800; and in the following January Capt. Poyntz was removed into the *Beaulieu*, of 40 guns, and employed in the Channel during the remainder of the war. The *Beaulieu* was put out of commission in December 1801. In August 1804 Capt. Poyntz was appointed to the *Melampus*, of 36 guns, on the home station; and on July 13, 1805, he captured the *Hydra*, Spanish privateer, of 28 guns and 192 men, 3 of whom were killed, and several wounded. On September 14, 1806, he assisted at the capture, and was charged with the destruction of *L'Impe-tueux*,

tueux, of 74 guns, off Cape Henry, which he accomplished. In November he was appointed to the Tartar, of 32 guns, but did not proceed to sea in that ship. His next appointment was in February 1810, to the Eagle, 74, attached to the Baltic fleet, in which ship he remained until the close of the year. He was promoted to the rank of rear-admiral August 12, 1819.

PRESTON, Rear-Adm. D'Arcy. See MEDITERRANEAN STATION, December 19, 1796.

PRING, Capt. Daniel. See CHAMPLAIN LAKE.

PRINGLE, Vice-Adm. Thomas. See FIRST OF JUNE.

PROBY, Capt. Lord. See HOME STATION, March 15, 1800.

PROWSE, Rear-Adm. William, commanded the Raven sloop, which was one of the repeaters to the fleet in the battle off Cape St. Vincent, on February 14, 1797, and obtained post rank on March 6 following. In September 1800 he was appointed to the Prince of Wales, of 98 guns, bearing the flag of Rear-Adm. Sir Robert Calder, and accompanied that officer to the West Indies, in pursuit of a French squadron, supposed to have gone thither from Brest. He returned to England in June 1802, and in the month of August following was appointed to the Sirius frigate, of 36 guns, in which, on the recommencement of hostilities, he cruised with success. He was in the battle of July 22, 1805, between the British squadron, under Sir Robert Calder, and the combined French and Spanish squadrons, on which occasion the Sirius had 2 men killed and 3 wounded. Capt. Prowse was afterwards attached to Lord Nelson's fleet, and was present on the memorable 21st of October. He was subsequently employed in the Mediterranean, under the orders of Lord Collingwood; and on April 17, 1806, attacked a formidable flotilla of the enemy, off the mouth of the Tiber, and captured the French commodore's ship La Bergere, of 18 guns and 189 men. The Sirius had 9 men killed and 17 wounded. See MEDITERRANEAN STATION. For his distinguished conduct on this occasion, the committee of the Patriotic Fund at Lloyd's voted Capt. Prowse a sword, or vase, at his option, value £100, and £360 was ordered to be distributed amongst his wounded officers and men. The Sirius returned from the Mediterranean to England in February 1808. In the month of March 1810, Capt. Prowse was appointed to the Theseus, 74, and continued to command that ship in the North Sea, until the end of 1812. In January 1813 the Theseus was sent to sea with sealed orders, from whence she returned in the month of May following, cruised again in the North Sea, and was put out of commission at the end of the year. Capt. Prowse was nominated a C. B. June 4, 1815, appointed colonel of royal marines August 12, 1819, and promoted to the rank of rear-admiral July 19, 1821.

PURVIS, Adm. J. C. is descended from a very respectable family in the county of Norfolk: his grandfather, George Purvis, was an old post captain, and one of the commissioners of the navy board. With the period of his birth, and of his entering the service, we are unacquainted; but in 1778 he was lieutenant of the Invincible, 74, bearing the broad pendant of Com. Evans, on the American station: on that ship's return to England, he was appointed to the Britannia, carrying the flag of Vice-Adm. Darby, with whom he remained until he obtained the rank of commander, in 1782 he commanded the Duc de Chartres, of 16 guns and 125 men, and on August 19, off Cape Henry, after a smart action, captured

tured the French corvette *L'Aigle*, of 22 guns and 136 men, of whom 13, including their commander, were slain, and 12 wounded. The British sloop had not a man hurt. For his gallant conduct on this occasion he was made post captain on the 1st of September following. At the commencement of hostilities against the French republic, in February 1793, he was appointed to the *Amphitrite* frigate, and subsequently to the *Princess Royal*, 98, which ship bore the flag of Rear-Adm. Goodall, in the fleet under the command of Lord Hood, in the Mediterranean. On August 29 the fleet entered Toulon, and Rear-Adm. Goodall being appointed governor of that town, Capt. Purvis having placed the ship as near the enemy's batteries as possible, had daily engagements with them during the space of six weeks, and had many men killed and wounded. He assisted at the reduction of St. Fiorenzo and Bastia, and participated in the partial actions of March 14, and July 13, 1795, in the former of which the *Princess Royal* had 3 k. and 8 w: the *Ca Ira*, of 80 guns, struck to her. In November 1796 the *Princess Royal* was paid off; and shortly after he obtained the command of the *London*, of 98 guns, attached to the Channel fleet. In this ship he remained nearly four years, under the orders of Admirals Lords Bridport, St. Vincent, and Gardner, Sir Henry Harvey, and Lord Keith. Early in 1801 he removed from the *London* to the *Royal George*, of 100 guns, and commanded her until April 24, 1802, when she was put out of commission. On the renewal of hostilities with France in 1803, he was appointed to the *Dreadnought*, of 102 guns, and served under the orders of Hon. Adm. Cornwallis, in the Channel, until he attained the rank of rear-admiral on April 23, 1804. On June 1, 1806, he hoisted his flag on board the *Chiffonné*, a 36-gun frigate, and proceeded off Cadiz to the command of the squadron blockading that port. On June 11, 1808, Lord Collingwood superseded him. On July 5, peace with Spain was published in London. Towards the close of the year the commander-in-chief resumed his station off Toulon, and Rear-Adm. Purvis, on the receipt of intelligence that the French had taken possession of Madrid, proceeded from Gibraltar to Cadiz, in the *Atlas*, 74, where he obtained permission from the Spanish authorities to fit and prepare the Spanish ships for sea, and brought down from the *Caraccas* all that were sea worthy, to prevent them from falling into the hands of the French. October 25, 1809, he attained the rank of vice-admiral. On January 23, 1810, on his learning that the French had forced the passes, and were in great force approaching Cadiz, he, with the governor's consent, blew up the forts and batteries along the east side of the bay. After remaining four years on the Cadiz station, the principal part of which time he was employed, first in blockading, and afterwards in contributing to the defence of that place, he returned to England. He attained the rank of full admiral August 12, 1819.

Q.

QUEEN CHARLOTTE. The seamen of this ship distinguished themselves in the action fought near Detroit, in Upper Canada, with Col. Proctor and the American Brig.-Gen. Winchester, on January 22, 1813, in which the Americans, about 1,000, were killed or taken prisoners, with their general. Col. Proctor had 500 regulars and 600 Indians.

QUIBERON.

QUIBERON. Early in June 1800, Sir Edward Pellew, with a detachment of ships from the Channel fleet, with troops, under the command of Gen. Maitland, was commissioned to assist the Royalists in Quiberon Bay and the Morbihan. The squadron consisted of seven ships of the line, five frigates, and a sloop. On the 4th, the forts on the south end of Quiberon were destroyed; several vessels were brought off, and some scuttled, with the loss of only two men. In the morning of the 6th, before day, a body of troops were landed; these, with a naval force, under the orders of Lieut. Pifford, of the *Impetueux*, captured two brigs, two sloops, two gun-vessels, and about 100 prisoners. *L'Insolente*, a corvette of 18 guns, was boarded, taken, and afterwards burnt, with several other vessels, the guns on the forts destroyed, and the magazines blown up. It was intended to have made an attack upon Belle-Isle; but on the 19th intelligence was received that the forces on the island amounted to 7,000 men, a force so much superior to that of the British, that it was deemed prudent to abandon the object. The troops were therefore landed on the isle of Houat, and embarked thence in troop-ships for the Mediterranean.

R.

RADSTOCK, Adm. Right Hon. Lord William, G. C. B., formerly Hon. W. Waldegrave, descended from an ancient family, resident in Northamptonshire before the year 1200, was born in 1753, and entered the navy in 1766. In 1771 he was made lieutenant; in 1775 a commander, and in 1776 post captain in the *Rippon*, Com. Vernon. At the commencement of the American war, Capt. Waldegrave was appointed to the *Pomona*, of 28 guns, and despatched to Jamaica. The day before he made Barbadoes, he captured the Cumberland American privateer, of 20 guns and 170 men, which was an important service, for this vessel had been particularly destructive to the West India trade. Some months after he was appointed to *La Prudente*, of 36 guns, in which he returned to England. On July 4, 1780, *La Prudente* being on a cruise off Cape Ortegal, in company with the *Licorne*, commanded by the Hon. Capt. Cadogan, discovered a large ship bearing down upon them. *La Prudente* got within pistol-shot at half-past 11 *p. m.*, and a most obstinately-contested action ensued till half-past four on the succeeding morning, when the brave Frenchman was compelled to strike to British superiority. The prize was *La Capricieuse*, pierced for 44 guns, but mounting only 32; complement 308 men. She was so dreadfully disabled, that Capt. Waldegrave ordered her to be burnt. *La Prudente* had 20 k. and 31 w.; the *Licorne* 3 k. and 7 w.; it was supposed *La Capricieuse* had at least 100 killed and wounded. Capt. Waldegrave was appointed in 1793 to the *Courageux*, and sailed with Lord Hood to the Mediterranean. After the capitulation of Toulon, at which he was present, Capt. Waldegrave was advanced to be rear-admiral of the blue, on July 4, 1794. On June 1, 1795, he was promoted to be vice-admiral of the blue. Nothing material occurred till the memorable engagement off St. Vincent, to the success of which Adm. Waldegrave contributed his share of exertion in the *Barfleur*. In April 1797, the admiral was appointed commander-in-chief at Newfoundland and governor, where he continued for three years, and gave great satisfaction. On December 29, 1800, his majesty conferred

on him the dignity of a peer of Ireland, under the title of Baron Radstock. In April 1802 he was promoted to be admiral of the blue; afterwards admiral of the white; in 1815 he was made a naval knight grand cross of the most honourable military Order of the Bath; and in 1819 admiral of the red. He died in the spring of 1824. See ST. VINCENT.

RAGUSA. This place surrendered to the Bacchante, 38, W. Hoste; Saracen, 18, John Harper; and the Austrian Gen. Milutinovitch, on January 28, 1814. One hundred and twenty pieces of cannon were mounted on the works of the town and Fort Lorenzo; twenty-one in Fort Imperial, and eleven in the island of Croma, with a garrison of 500 men, and nearly six weeks' provision. The allies thus became masters of every place in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in the Adriatic.

RAINIER, Capt. Peter, C. B. See CAPE OF GOOD HOPE and EAST INDIA STATIONS, October 18, 1806; and January 27, 1807.

RAMSAY, Capt. Robert, C. B. See BALTIMORE.

REDMILL, Capt. Robert. See TRAFALGAR.

RENNIE, Capt. J. See HOME STATION, March 16, 1801.

RETALICK, Capt. R. See COPENHAGEN.

RICHARDSON, Capt. Henry. See MEDITERRANEAN STATION, April 21, 1806.

RIOU, Capt. Edward, after passing through the subordinate stations of a naval officer, was promoted to the rank of lieutenant on October 28, 1780. In 1789 he was appointed to the Guardian, pierced for 44 guns, but then armed *en suite*, and laden with stores destined for Botany Bay. After leaving the Cape of Good Hope, this ill-fated ship struck upon an island of ice, which appeared half as high again as the main-top-gallant-mast head. The ship immediately sprung a leak, and after having gone through almost incredible hardships, and being three weeks the sport of the winds and waves, she fell in with a Dutch packet, which conducted her back to the Cape of Good Hope. On Mr. Riou's return to England, he was promoted to the rank of commander; and on June 4, 1794, to that of post. He sailed in the Beaulieu, of 40 guns, to the West Indies, where he very particularly distinguished himself in a variety of services. But in consequence of ill health, he returned to England in August 1795, when he was appointed to the Princess Augusta yacht. On recovering his health he was appointed to the Amazon, a new frigate of 38 guns, in July 1799. In this vessel fortune afforded him no particular opportunity of adding to that celebrity which his misfortunes and his conduct had procured, till the attack on Copenhagen, during which, to use the emphatic words of Lord Nelson—"The gallant and good Capt. Riou," having by the unfortunate, but unavoidable accident, which prevented the Agamemnon, Bellona, and Russel, from taking up the stations regularly assigned them in the line of battle, been exposed to a very heavy fire, he himself, together with many of his brave officers and men, unhappily lost their lives. He was killed April 2, 1801.

ROBERTS, Capt. Samuel, C. B. See ALEXANDRIA and NEW ORLEANS.

ROBILLIARD, Capt. William. See BALTIC STATION, July 6 and 7, 1812.

RODD,

RODD, Rear-Adm. John Tremayne, C. B. See **HOME STATION**, July 15, 1806.

ROGERS, Capt. See **MEDITERRANEAN STATION**, December 13, 1810; and **NEW ORLEANS**.

ROSAS. This place was besieged by the French, and had it not been for the presence of British ships in the bay, and the powerful assistance which Capt. West, of the *Excellent*, 74, with the companies of those ships, afforded the Spaniards both on shore and by the fire from them, there is every reason to believe it would, with the castle of the Trinity, have fallen; being ill provided with every thing necessary for a siege, the works of the citadel in bad repair, and the garrison too weak for its defence. Capt. Lord Cochrane maintained himself in the possession of Trinity Castle with great ability and heroism. Although the fort was laid open by a breach in its works, he sustained and repelled several assaults, having formed a sort of rampart within the breach with his ships' hammock-cloths, awnings, &c., filled with sand and rubbish. His zeal, energy, and resources for every emergency, seemed inexhaustible, and excited general admiration. When Lord Cochrane threw himself, with fifty seamen and thirty marines of the *Impérieuse* into the castle, the garrison consisted of about eighty Spaniards, and were on the point of surrendering. The enemy assaulted the castle on November 30, 1808, with a thousand picked men, and were repulsed with the loss of their commanding officer, storming equipage, and all who had attempted to mount the breach. Thus did his lordship evince his heroism and ability in defending this castle, so shattered in its works, against the repeated attacks of the enemy; which is an admirable instance, among many others, of his animated zeal and devotion in the service of his country, justly claiming from it commensurate gratitude. The citadel surrendered to the French on December 5; and Lord Cochrane seeing further resistance useless, after destroying the castle, embarked the garrison on board the ships.

ROSE, Capt. James. See **GLUCKSTADT**.

ROTHERAM, Capt. Edward, C. B., after serving as lieutenant and commander with great credit, was promoted to post rank on August 27, 1800. He commanded the *Royal Sovereign*, of 100 guns, bearing the flag of Vice-Adm. Collingwood, on the memorable October 21, 1805, and gallantly seconded the efforts of that officer during the battle: the *Royal Sovereign* had 47 men k. and 94 w.: all her masts, except the foremast, were shot away, and that was severely wounded. Capt. Rotheram bore the banner of Nelson at the funeral of that heroic chief. He was nominated a C. B. in 1815.

ROWE, Capt. Joshua. See **CAPE OF GOOD HOPE** and **EAST INDIA STATIONS**, October 12, 1799.

ROWLEY, Vice-Adm. Sir Charles, K. C. B., was made a post captain August 1, 1795. In the following year he commanded the *Cleopatra*, of 32 guns; and in the month of April captured the *Aurore* French corvette, of 10 guns; in September he removed into the *Unité* frigate, of 38 guns; and on September 17, 1797, captured *La Brunette* French privateer brig, of 10 guns, pierced for 16, and 80 men. In March 1801 he was appointed to the *Boadicea*, 38; and on August 20 the boats of that ship, with those of the *Fisgard* and *Diamond* frigates, captured, and brought out from under the batteries at Corunna, the Spanish national vessel

El Neptuna, pierced for 20 guns, and a gun-boat with a 32-pounder. The Boadicea was put out of commission in May 1802. In March 1804 Capt. Rowley was appointed to the Ruby, 64, bearing the flag of rear-admiral Thornborough, in the North Sea. In November 1805 he removed into the Eagle, 74; and on the 17th of that month sailed for the Mediterranean. On May 11, 1806, the Eagle formed part of the squadron under Sir W. S. Smith, at the reduction of Capri. November 27, 1811, Capt. Rowley captured off Fano, La Corceyre French frigate, pierced for 40 guns, but had only 28 mounted; and continued to serve in the Adriatic with great activity and gallantry until the fall of Ragusa, on January 28, 1814, when the Eagle returned to England, and was paid off. On May 23, following, he received the royal permission to accept and wear the insignia of a knight of the imperial military Order of Maria Theresa, conferred upon him by his majesty the Emperor of Austria, for his distinguished gallantry and services on the coast of the Adriatic. He was promoted to the rank of rear-admiral on June 4; and was nominated a K. C. B. January 2, 1815. In September 1814 he hoisted his flag in the Bulwark, 74, as commander-in-chief in the river Medway, where he remained during the period of three years. In the autumn of 1820 he was appointed to the chief command at Jamaica, on which station he remained until the middle of 1823. He was advanced to the rank of vice-admiral May 27, 1825. See MEDITERRANEAN STATION, April 21, 1805, November 27, 1811, September 17, 1812, July 3, August 2, 1813, and TRIESTE.

ROWLEY, Vice-Adm. Sir Josias, K. C. B., was promoted to the rank of post captain April 6, 1795. He commanded the Raisonable, 64, attached to Com. Sir Home Popham's squadron, at the reduction of the Cape of Good Hope, in January 1806, and then accompanied that officer to the Rio de la Plata, where he assisted in the reduction of the city of Buenos Ayres, in the month of June following, which, however, was recaptured on August 12. The squadron continued to blockade the river; and in the attack on Monte Video, and capture of that town and fortress, on February 3, 1807, Capt. Rowley's services were particularly noticed by Rear-Adm. Murray. The Raisonable returned to the Cape of Good Hope; and in September 1809 Capt. Rowley commanded a detachment from the squadron of Vice-Adm. Bertie, which, with a detachment of troops under Lieut.-Col. Keating, entered St. Paul's Bay, in the island of Bourbon, destroyed all their batteries, and captured La Caroline French frigate, of 44 guns, the Grappler corvette, of 16 guns, and several merchant vessels, and recaptured the Europe and Streatham East Indiamen. Capt. Rowley, from the imperfect state of the Raisonable, removed into the Boadicea, of 38 guns, recaptured the Africane, on September 12, 1810; and on the 18th of the same month he captured the French frigate Venus, of 44 guns and 380 men. He also assisted at the reduction of the Isle of France, which surrendered to the British arms on December 3. Capt. Rowley returned to England with Vice-Adm. Bertie's despatches; and in April 1811 was appointed to the America, 74, in which ship he proceeded to the Mediterranean, where, in May 1812, with the Leviathan, of 74, and Eclair brig, of 16 guns, in company, he captured sixteen out of eighteen of an enemy's convoy, that had taken shelter under the batteries of Langouilla. He commanded a squadron in co-operation with the land forces under

under Lieut.-Col. Travers, at the reduction of the fortress of Santa Maria, in the gulf of Spezzia, on March 30, 1814; he also commanded the squadron in co-operation with Lieut.-Gen. W. C. Bentinck, at the reduction of Genoa, on April 13 following; shortly after which he returned to England. Capt. Rowley was created a baronet on November 2, 1813; and on December 4, was appointed to a colonelcy of royal marines. He was promoted to the rank of rear-admiral June 4, 1814; and on January 2, 1815, was nominated a K. C. B. In the summer of 1818 Sir Josias succeeded Sir Benjamin Hallowell as commander-in-chief on the Irish station, where he remained for a period of three years. In 1819 the corporation of the city of Cork presented him with its freedom in a silver box. He attained the rank of vice-admiral May 27, 1825. See CAPE OF GOOD HOPE, 1806, MONTE VIDEO, and BUENOS AYRES; CAPE OF GOOD HOPE and EAST INDIA STATIONS, September 20 and 23, 1809, September 12 and 18, 1810; ISLE OF FRANCE, MEDITERRANEAN STATION, May 9, 1812, May 30, 1814; and GENOA.

RUSSELL, Adm. Thomas Macnamara, descended on both sides from respectable families, was born about the year 1743. To describe justly the series of brilliant actions and heroic deeds which have been performed by this brave man would be impossible, and indeed superfluous, as they will speak for themselves to generations yet unborn. His intrepidity and skill when lieutenant of the Albany, during the American war—his capture of the Lady Washington, of sixteen 6-pounders, when commander of the Diligent brig, of eight 3-pounders—his chasing two large armed brigs, of 18 guns each, with a convoy, and receiving their broadsides, when they made all the sail they could—and lastly, his heroism when post captain in the Hussar, of 20 guns and 116 men, he captured La Sybille, of 38 guns and 350 men, are facts which will for ever stand on record. In the last action the Hussar had 3 k. and 5 w.; the Sybille 42 k. and 11 w. There were some curious circumstances attending this action, which are detailed at length in the Naval Chronicle. The French captain, the Count Kregaron, deceived Capt. Russell, as if his vessel was distressed, and under English colours, and then attacked and fought him under the same colours for thirty minutes, which is contrary to the law of nations. Consequently, when the captain of the Sybille delivered his sword to Capt. Russell, with some compliments on the brave manner in which the Hussar had been fought, the latter answered that he declined them; that his ship had not fair play; but God had saved her from the most foul snare of the most perfidious enemy; and he added—"Lest this sword should ever defile the hand of any honest French or English officer, I here, in the most formal and public manner, break it:" which, having done, and thrown it from him as a degraded thing, he turned to his officers and said—"This is not meant as an example for you; you will ever be British officers; heroes in every virtue, as well as in the valour with which you have supported me on this occasion. Accept my grateful thanks, my hearty thanks, for your glorious support." On January 1, 1801, Capt. Russell was promoted to be rear-admiral of the white; on April 23, 1804, rear-admiral of the red; on November 9, 1806, vice of the blue; and on August 12, 1812, attained the rank of full admiral. He died at Great Canford, near Poole, on July 22, 1824.

S.

SABA island (*Dutch*) surrendered to the British arms April 16, 1801; but by the treaty of Amiens, March 27, 1801, it reverted to its former possessors. It was however retaken on February 22, 1810, by the land and sea forces under the command of Brig.-Gen. G. Harcourt, and Com. W. C. Fahie. This event completely annihilated the power of France and Holland in the Antilles, and was the more gratifying, as the several conquests of the different colonies had been made with a rapidity and loss so much disproportioned to their defences by nature and art, their great importance and value to the commercial interests of Great Britain, and the corresponding injury inflicted upon those of her enemies. The conquest of the three islands of St. Martin, St. Eustatius, and Saba, had been effected without the loss of a man.

SAINTS (*Fr.*). These islands were taken possession of by the British forces, under Vice-Adm. Sir John Jervis, K. B., and Gen. Sir Charles Grey, K. B., on April 10, 1794; but were evacuated in June 1795. See LEEWARD ISLANDS. A French squadron, consisting of three sail of the line and two frigates, from L'Orient, destined, but too late, for the relief of Martinique, having taken shelter in the Saints, where they were blockaded by Rear-Adm. Sir A. Cochrane, Sir George Beckwith, K. B., commander-in-chief in the Leeward islands, detached a corps of between 2000 and 3000 men, under the command of Major-Gen. Maitland, to co-operate with the navy in the reduction of those islands, to destroy or capture the ships of the enemy, or to force them to sea. The army sailed from Port Royal Bay on April 13, 1809, on board a division of the fleet, of which Capt. Beaver of the *Acasta*, 40, was commodore. The disembarkation was effected on the 14th with little opposition, and after three days of hard toil and most active service, the forts were reduced, and the French troops surrendered prisoners of war. The British had 9 killed, 63 wounded, and 1 missing in this expedition. On the afternoon of the 14th, two howitzers and mortars began to play upon the enemy's ships; the two frigates escaped by the leeward passage from the Saints; the three line-of-battle ships about ten o'clock at night got through the windward passage, and were pursued first by the *Pompée*, 80, W. C. Fahie, who was afterwards joined by the *Neptune*, 96, Rear-Adm. Sir A. Cochrane, *Castor*, 32, William Roberts, and *Latona*, 33, Hugh Pigot. As the superiority of the enemy's sailing left little chance for the *Neptune* getting up, the admiral directed Capt. Fahie to cripple the sternmost ship, without bringing on the collected fire of the three, then in line abreast. In this attempt he was most gallantly supported by Capt. Napier, of the sloop *Recruit*, 18, who kept close up, although fired at by all their stern-chase guns, and did every thing that was possible to be done to cut away the enemy's masts and rigging, and continued on this service the whole chase, which lasted till the morning of the 17th at half-past three, when the *Castor* got within shot of him, and soon after began a smart cannonade, which was returned by the enemy, who, in yawing to bring his guns to bear, gave the *Pompée* an opportunity of ranging up abreast of him. At four o'clock, Capt. Fahie brought him to close action, and was constantly engaged with, and nearing him, until a quarter past five,

five, when both ships being complete wrecks in their rigging and sails, and within their own lengths of each other, the *Pompée* nearly unmanageable, and the enemy entirely so, she surrendered. She proved to be the *D'Hautpoult*, of 74 guns with 630 men, between 80 and 90 of whom were killed and wounded, including several officers; the *Pompée* had 9 k. 30 w.; *Neptune* 1 k. 4 w.; *Castor* 1 k. 6 w.; *Recruit* 1 w.

ST. BARTHOLOMEW island (*Swedish*) surrendered to the British forces March 20, 1801. It was ceded to Sweden by the treaty of Amiens, March 27, 1802. See VIRGIN ISLANDS.

ST. CROIX, or SANTA CRUZ island (*Dutch*) surrendered to the British forces March 31, 1801. It was ceded to Denmark by the treaty of Amiens, March 27, 1802. On December 25, 1807, it surrendered without resistance to the British forces under the command of Gen. Bowyer and Rear-Adm. Sir A. Cochrane. Twenty-one vessels were found in the harbour of Christianstad. See VIRGIN ISLANDS.

ST. DOMINGO (western, or French part of). La Grand Ance, including the quarter at Jeremie, was taken possession of September 20, 1793, in consequence of a voluntary capitulation made by the Council of Public Safety of that part of the island, by the *Europa*, 50, Com. J. Ford, Capt. G. Gregory; accompanied by the *Gélan*, 14, T. Wolley, and *Flying-Fish* (sch.), Lieut. Prevost. The commodore remained here but a few hours, when he sailed for Cape St. Nicholas Mole, which surrendered on similar terms September 22. The parishes of St. Marc and Gonaïves surrendered to Major Grant, commandant at St. Nicholas Mole, in December 1793; and the parishes of Leogane, Arcahaye, and Jean de Rabel, with Mirebalais, near Port-au-Prince, surrendered in January 1794, on the same conditions. At this time Com. Ford blockaded Port-au-Prince, and suffered no vessels to enter. On February 3, 1794, Cape Tibéron was attacked and taken, by the forces under Lieut.-Col. Whitelock; on the 23d of that month the post of L'Acul, at the extremity of the plain of Leogane, was taken by storm by the same forces; and on June 4 succeeding, Port-au-Prince was taken by the land forces, under Brig.-Gen. Whyte, supported by Com. Ford's squadron. The ships entitled to share in the prize arising from this capture, were as follows: viz. *Europa*, 50, Com. J. Ford, Capt. G. Gregory; *Sceptre*, 64, J. R. Dacres; *Irresistible*, 74, J. Henry; *Billiqueux*, 64, J. Brine; *Hermione*, 32, J. Hills; *Iphigenia*, 32, P. Sinclair; *Magicienne*, 32, G. Martin; *Penelope*, 32, B. S. Rowley; *Success*, 32, P. Roberts; *Alligator*, 28, T. Surridge; *L'Actif*, 16, —; *Fly* (slp.), 16, T. Affleck; *Jack Tar* (slp.), 16, —; *Swan* (slp.), 14, H. Pigot; *Marie Antionette*, 10, Lieut. J. Perkins; *Flying-Fish* (sch.), Lieut. Prevost; and *Mosquito* (gun-vessel), —. The town and post of Leogane fell again into the power of the French, aided by a numerous corps of revolted negroes, October 21, 1794. The garrison of Cape Tibéron was evacuated by the British, in consequence of powerful attacks on the part of the enemy, December 24 following; and finally, on April 30, 1793, Port-au-Prince, St. Marc's, &c. with their dependencies, were evacuated by the British forces, under Brig.-Gen. the Hon. T. Maitland, on the French Gen. Toussaint L'Ouverture engaging in the most solemn manner to guarantee the lives and properties of the inhabitants.

Vice-Adm. Sir J. T. Duckworth discovered a squadron of French

French ships, on February 6, 1806, consisting of five sail of the line, two frigates, and one corvette, at anchor in the bay of St. Domingo, which, with the squadron under his command, consisting of seven sail of the line, two frigates, and two sloops, he immediately attacked. The action commenced a little after ten, by the *Superb* closing upon the bow of the *Alexandre*, the leading French ship, who, receiving three broadsides, sheered off. The signal was then made for closer action, when the admiral was attacked in the *Imperial*, of 120 guns (formerly *Le Vengeur*), the fire of which had been heavy on the *Northumberland*, bearing the Hon. Rear-Adm. Cochrane's flag. By this time the movement of the *Alexandre* had thrown her among the lee division, which Rear-Adm. Louis happily availed himself of. The action became general, and continued with great severity till half-past eleven, when the French admiral, much shattered and completely beaten, hauled direct for the land, and not being a mile off, at twenty minutes before noon ran on shore, his foremast then only standing, which fell directly on her striking, at which time the *Superb* being only in seventeen fathoms water, was forced to haul off to avoid the same fate; but not long after, the *Diomede*, of 84 guns, pushed on shore near his admiral, when all his masts went; and Adm. Duckworth observed in his despatch—"I think it a duty I owe to character and my country to add, from the information of Sir Edward Berry, *after she had struck*, and the *Agamemnon* desisted from firing into her, from the captain taking off his hat, and making every token of surrender; and Capt. Dunn assures me both ensign and pendant were down; to comment on which, I leave to the world." About fifty minutes after eleven the firing ceased, leaving in possession of the British squadron *Le Brave*, of 74 guns, bearing a commodore's pendant; *L'Alexandre*, of 84; and *Le Jupiter*, of 74 guns. In contemplating the result of this glorious combat, when five sail of the line had surrendered, or were apparently destroyed in less than two hours, we need only add, that such a combat adds another wreath of laurel to our naval fame, and elevates still higher our naval pre-eminence. Adm. Duckworth gave public thanks to the admirals, captains, &c. for having so gallantly performed their duty in this truly decisive action. The names of the ships which composed the British squadron, with the number of killed and wounded in each respectively, were as follows, viz. *Superb*, 74, Vice-Adm. Sir J. T. Duckworth, Capt. Keats, 6 k. 56 w.; *Northumberland*, 74, Rear-Adm. Hon. A. Cochrane, Capt. J. Morrison, 21 k. 79 w.; *Spencer*, 74, Hon. R. Stopford, 18 k. 50 w.; *Canopus*, 80, Rear-Adm. Louis, 8 k. 22 w.; *Donegal*, 74, P. Malcolm, 12 k. 33 w.; *Atlas*, 74, Samuel Pym, 8 k. 11 w.; *Agamemnon*, 64, Sir E. Berry, 1 k. 13 w. These ships formed the British line, to which may be added the following frigates and sloops: *Acasta*, 40, R. D. Dunn; *Magicienne*, 32, A. McKenzie; *Kingfisher* (slp.), and *Epervier* (slp.). Hence it appears that the British squadron consisted of eleven ships, of which seven of the line, with 514 guns, had 74 k. and 264 w.; and that the French squadron was composed of eight ships, of which five of the line had 436 guns; the three captured ships had 760 killed and wounded, and it is supposed the two which escaped, and were wrecked and burnt, suffered in proportion to the others; the two frigates and corvette escaped.

ST. DOMINGO (City of). The French garrison, of about 1200, after a brave defence against a constant siege of eight months
by

by the Spaniards, capitulated on July 6, 1809, to the British and Spanish forces. The former were commanded by Major-Gen. Carmichael and Capt. Cumby, and the latter by Gen. Sanchez, by which event the Spaniards regained all their possessions in this island. The exemplary vigilance and unremitting exertions of the officers and men composing the crews of the ships and vessels, placed by Vice-Adm. B. S. Rowley, the commander-in-chief, under Capt. Cumby's immediate orders, during a close and rigorous blockade of two months, contributed most essentially to the reduction of this last possession of the enemy on the Jamaica station. The ships and vessels on this service were the Polyphemus, 64, W. P. Cumby; Aurora, 28, John Duer; and sloops, &c.

ST. EUSTATIUS (*Dutch*). This island was taken possession of April 16, 1801, by the British, and was ceded by the treaty of Amiens March 27, 1802. It again surrendered to the British arms on February 21, 1810; the land forces being under the command of Brig.-Gen. G. Harcourt, and the naval forces under that of Com. Fahie.

ST. JOHN (*Dan.*) This island surrendered to the British arms March 28, 1801. It was restored to Denmark by the treaty of Amiens, March 27, 1802. See VIRGIN ISLANDS.

ST. LUCIA (*Fr.*) This island surrendered to the British land and naval forces, under Vice-Adm. Sir John Jervis, K. B., and Gen. Sir Charles Grey, K. B. April 20, 1794. In consequence of a superior French force appearing in the West Indies, it was evacuated June 19, 1795. It was however re-taken May 25, 1796, by the combined forces, under Lieut.-Gen. Sir Ralph Abercromby, K. B., and Rear-Adm. Sir H. C. Christian. It was ceded to France by the treaty of Amiens, March 27, 1802; but surrendered again June 22, 1803, to the British arms, under Lieut.-Gen. Grinfield, and the fleet under Com. Sir S. Hood. The ships on this service were the Centaur, 74, Com. Sir S. Hood, Capt. B. R. Littlehales; Courageux, 74, Charles Boyles; Argo, 44, T. L. E. Gosseling; Chichester, 44, J. Spear; Hornet, 18, J. Lawrence; and Cyane, 18, Hon. G. Cadogan; Emerald, 36, James O'Bryen; and Osprey, 18, George Younghusband. Lieut.-Gen. Grinfield embarked with the troops at Barbadoes on June 20; next morning the fleet was joined by the Emerald and Osprey, having Brig.-Gen. Prevost on board, and were all anchored by eleven o'clock in Choque Bay. The troops being disembarked, that very important and strong post, Morne Fortunée, where the force of the enemy was assembled, was summoned to surrender, which on the commandant refusing to give up, was attacked with that decision and promptitude which had always been characteristic of Lieut.-Gen. Grinfield, and carried by storm at half-past four on the morning of the 22d, with the usual and distinguished bravery of the British soldier. A circumstance must not be omitted which reflects as much credit on the national character as on the conduct of the soldiers actually employed; which was, that notwithstanding the severe and spirited resistance of the French troops, no sooner were the works carried by assault, than every idea of animosity appeared to cease, and not a French soldier was either killed or wounded. Capt. Hallowell's merit was very conspicuous in this expedition, in which he was a volunteer; and after the final disembarkation, proceeded on with the seamen to co-operate with the army. In this assault the British had 20 k. and 110 w. See LEeward ISLANDS.

ST. MARTIN.

ST. MARTINS. This island, which belonged jointly to the French and Dutch, surrendered to the British forces March 24, 1801. It was ceded to its former possessors by the treaty of Amiens March 27, 1802. The French part surrendered by capitulation on the 14th; the Dutch unconditionally on February 16, 1810, to the British arms. The land forces were under the command of Brig.-Gen. George Harcourt, and the naval under that of Com. W. C. Fahie. See VIRGIN ISLANDS.

ST. MAURA. One of the Ionian isles, and the French garrison, surrendered to the British arms on April 16, 1810. The land forces were commanded by Brig.-Gen. Oswald, and the naval by Capt. Eyre. The fortress, strongly situated upon an isthmus, which the French Gen. Camus defended with about 1000 men, surrendered nine days after batteries had been opened against it. The loss of the British and allied troops was inconsiderable, the circumstances of the siege being taken into consideration; it is stated in killed, wounded, and missing, at 169. The squadron employed on this service were the *Magnificent*, 74, G. Eyre; *Montagu*, 74, R. H. Moubray; *Belle Poule*, 38, James Brisbane; *Leonidas*, 38, A. T. Griffiths; and *Imogene*, 16, W. Stephens.

ST. PIERRE and MIQUELON, near Newfoundland (*F.*), surrendered May 14, 1793, to the land forces, under Brig.-Gen. Ogilvie, in conjunction with the *Alligator*, 28, W. Affleck. They were ceded to France by the treaty of Amiens March 27, 1802.

ST. SEBASTIAN (Siege of). Arrangements being made, as agreed upon by Lord Wellington, for a demonstration on the back of the rock of St. Sebastian, the two divisions of ships' boats were placed under the command of Capt. Gallway of the *Dispatch*, and Capt. Bloye of the *Lyra*, whose appearance had the complete effect intended, of diverting a large proportion of the garrison from the defence of the breach which had been made; the boats were warmly fired on from the batteries at the back of St. Sebastian's; but no lives were lost. On August 31, 1813, at eleven *a. m.* the tide having ebbed sufficiently, the assault by the breach took place; and if the resistance by the enemy, considering the natural defences, as well as the artificial ones, be esteemed gallant and obstinate, the attack must rank still higher. It was indeed an arduous and sanguinary struggle; but British courage and perseverance ultimately succeeded, and after a lodgment had been effected in the breach, the town was entered, and possessed about half-past one *p. m.* in defiance of mines and every obstacle which the ingenuity of the governor could devise: 670 prisoners were taken. The opportunity afforded to the navy for evincing the zeal and good-will of British seamen, was necessarily confined to a few individuals; every ship in the squadron sent a proportion of seamen under their respective officers: it consisted of the *Surveillante*, 33, Sir G. N. Collier; *Revolutionnaire*, 38, T. E. Woolcombe; *President*, 38, F. Mason; *Sparrow* and *Lyra*, Capt. Bloye. The castle surrendered the 8th of September; the garrison, amounting to 1836, were made prisoners of war. The good conduct and gallantry of the seamen landed from the squadron, under Lieut. O'Reilly, of the *Surveillante*, and serving in the batteries, were most conspicuously maintained. The *Surveillante's* 24-pounders, mounted on *Santa Clara*, and dragged up by Capt. Smith of the *Beagle*, were admirably served by a party landed from the *Revolutionnaire*, *Magicienne*, and *Challenger*, who by their fire totally silenced the enemy's guns.

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In short, the professional skill and perseverance of the naval officers and men who were employed in co-operation with the army, proved them worthy of participating in the glory of so important an issue to their exertions, and so signal a triumph of their arms.

ST. THOMAS, (Dan.) This island surrendered to the British forces March 23, 1801. It was restored to Denmark by the treaty of Amiens March 27, 1802. On December 21, 1807, it surrendered again to the British arms. The land forces were commanded by Gen. Bowyer, and the naval by Rear-Adm. Sir A. Cochrane. Sixty vessels, chiefly small craft, and in ballast, were taken possession of. See VIRGIN ISLANDS.

ST. VINCENT (Battle off Cape). On February 6, 1797, the fleet under Sir John Jervis was strengthened by five sail of the line from England, under Rear-Adm. W. Parker; the total force was fifteen sail of the line, besides frigates, &c. Sir John at this time was cruising off the coast of Spain, waiting for the Spanish fleet, then daily expected from the Mediterranean, fully resolved to risk an engagement with his inferior but gallant fleet. On the 11th at night Com. Nelson, in *La Minerve*, was chased by the Spanish fleet, on his return from Porto Ferrajo, with Sir Gilbert Elliot, late viceroy of Corsica, Lieut.-Col. Drinkwater, &c. on board. On the 13th *La Minerve* joined the fleet, and at night their signal-guns were distinctly heard; the admiral therefore made the signal for battle, and at daybreak on the 14th they were seen compactly sailing in two lines. At half-past six the Culloden made the signal for five sail in the S. W. quarter; the fleet was then ordered to form in close order, and at forty minutes past ten *La Bonne Citoyenne* made signal that the enemy's force consisted of twenty-five sail of the line; in half-an-hour after which the whole fleet was visible to all the squadron. The Spanish fleet consisted of one ship, *El Santissima Trinidad*, of 136 guns, six of 112, two of 84, eighteen of 74, twelve frigates of 34, and one brig of 12 guns—total, twenty-seven large ships of the line, carrying 2,308 guns, and 13 frigates, &c. The British squadron consisted of the *Victory*, 100, Adm. Sir J. Jervis, K. B.; first captain R. Calder, second captain G. Grey; *Britannia*, 100, Vice-Adm. C. Thompson, Capt. T. Foley; *Barfleur*, 98, Vice-Adm. Hon. W. Waldegrave, Capt. J. R. Dacres; *Prince George*, 98, Rear-Adm. W. Parker, Capt. J. Irwin; *Blenheim*, 90, T. L. Frederick; *Namur*, 90, J. H. Whitshed; *Captain*, 74, Com. H. Nelson, Capt. R. W. Miller; *Irresistible*, 74, G. Martin; *Egmont*, 74, J. Sutton; *Culloden*, 74, T. Troubridge; *Orion*, 74, Sir J. Saumarez; *Colossus*, 74, G. Murray; *Excellent*, 74, C. Collingwood; *Goliath*, 74, Sir C. H. Knowles, bart.; and *Diadem*, 64, G. H. Towry; with the following frigates, &c. *Lively*, 32, Lord Viscount Garlies; *La Minerve*, 40, G. Cockburn; *Niger*, 32, E. J. Foote; *Southampton*, 32, J. Macnamara; *La Bonne Citoyenne* (slp.), 18, C. Lindsay; *Raven* (bg.), 18, W. Prowse; and *Fox* (cut.), 12, Lieut. Gibson—total, fifteen ships of the line, carrying 1232 guns, and seven frigates, &c.; difference of guns, in favour of the Spanish fleet, 1312. Previous notice of the situation of the Spanish fleet having been communicated to Adm. Sir John Jervis, at the dawn of day of February 14, the British being on the starboard tack, with Cape St. Vincent bearing E. by N. 8 leagues, a number of the Spanish ships were seen by the Culloden and advanced frigates, extending from S. W. to South. At a quarter past eight, the squadron was ordered by signal to form in close order, and in a few mi-

utes

nutes afterwards to prepare for battle. The wind was at W. by S. and the weather extremely hazy. At half-past ten, the enemy's fleet became visible to all the squadron, and appeared in two divisions, in no regular order, the ships first discovered and subsequently captured being separated from and to leeward of the main body of the fleet. The British line, consisting only of the fifteen ships above mentioned, was formed in the most compact order of sailing, in two columns; and, by carrying a press of sail, got in between the two divisions of the enemy's fleet before they had time to connect and form a regular order of battle; passing through them, in a line formed with the utmost celerity, they tacked, and thereby separated one-third from the main body. At about half-past eleven the signal was made to engage, and it was at this time that the van, led by the Culloden, Capt. Troubridge, had approached the enemy. To describe distinctly the various evolutions of the ships, to expatiate on the conduct of the heroes who commanded them, and to detail the various and innumerable instances of individual bravery displayed in this engagement, would far, very far, exceed the limits of this work. It must here suffice, that after a very long and arduous contest, in which the transcendent skill, activity, and bravery, of the seamen on one side, were as conspicuous as the vast superiority of force in ships on the other, the *Salvador del Mundo*, the rearmost ship of the enemy, struck to the admiral's ship, and at that time the *San Ysidro* had surrendered; the *San Nicolas* was boarded, in the boldest manner, by a party from Com. Nelson's ship, the Captain, headed by Lieut. Berry, and joined by the commodore himself, whose eagerness and intrepidity no danger could repress, and the ship was quickly carried by the assailants. The British were here annoyed by the musketry of the *San Josef*, which was directly amidships on the weather-beam of the *San Nicolas*. The commodore, confiding in the bravery of his seamen, then resolved to advance into that ship, and undauntedly headed his boarders in this fresh attack, which was equally crowned with success. Night ended the contest, and the close of the day undoubtedly saved the Spanish admiral's ship, which was a perfect wreck when the action ceased, from falling into the hands of the victors. Much of the glory of the day appears to be owing to the very great exertions of the ships on the larboard tack: those which suffered most in the action were the Captain, *Blenheim*, *Culloden*, *Excellent*, and *Irresistible*. The British had in all 73 k. and 223 w.; the enemy had in the four ships taken 261 k. and 342 w. The day after the action, while the British lay under Cape St. Vincent refitting, the Spanish fleet, consisting of twenty-one sail of the line, hove in sight, and bore down, as if determined to rescue their unfortunate companions; they however thought it most prudent to risk no more loss, and a few days afterwards retired into Cadiz. On the 16th, Sir John Jervis was forced to put into Lagos Bay to secure the prizes; and on the 28th they arrived safely at Lisbon. Adm. Sir John Jervis, his officers, and seamen, were honoured with the thanks of both Houses of Parliament. Gold medals, &c. were sent out, by order of the king, and presented to all the flag-officers and captains of ships of the line, as to those who particularly signalized themselves with Earl Howe, on June 1, 1794. His majesty was also pleased to confer on the admiral the dignity of an earl of the kingdom of Great Britain, and a pension of £3000 per annum for his meritorious services. Vice-Adm. Thompson and Rear-Adm. Parker

Parker were created baronets; Com. Nelson was invested with the Order of the Bath; and Capt. R. Calder (now a baronet) was honoured with knighthood. The honour of a baronetcy being inferior, in point of rank, to that which Vice-Adm. Waldegrave, as the son of an earl, was possessed of by birth, the dignity of a peer of Ireland was afterwards conferred on the vice-admiral, under the title of Baron Radstock.

ST. VINCENT, Adm. Right Hon. Earl of, formerly John Jervis, descended from a very respectable and ancient Staffordshire family. Having entered at fourteen years of age into the sea service, he was promoted to the rank of lieutenant on February 19, 1755; and served as first of the *Namur*, of 90 guns, bearing the flag of Sir Charles Saunders, at the expedition against Quebec, in 1759. He obtained post rank on October 13, 1760, and was appointed to the *Gosport*, of 44 guns. In 1769 Capt. Jervis was appointed to the *Alarm*, of 32 guns, which he retained until 1775, when he removed into the *Foudroyant*, of 84 guns, employed in the Channel. He was very materially engaged in the encounter between Adm. Keppel and Count D'Orvilliers, off Ushant, in July 1778. In the month of April 1782, he particularly distinguished himself in the attack and capture of the *Pégase*, of 74 guns and 700 men, for which he was created a knight of the Bath. On September 24, 1787, Sir John was promoted to the rank of rear-admiral of the blue; and on February 1, 1793, to that of vice-admiral of the blue. At the commencement of the war with the French republic, the vice-admiral hoisted his flag in the *Boyne*, of 98 guns, and on November 26 sailed from England, as commander of the squadron destined to co-operate with Gen. Sir Charles Grey in the reduction of the French West India Islands, which was accomplished between February 2 and April 20, 1794. On June 1, 1795, Sir John was advanced to the rank of admiral of the blue. For his eminent and distinguished services in the West Indies he received the thanks of Parliament, and the freedom of the city of London. Sir John was next appointed to succeed Adm. Hotham in command of the Mediterranean fleet, proceeded thither, and hoisted his flag in the *Victory*, of 100 guns. On February 14, 1797, being off Cape St. Vincent, with only fifteen ships of the line against twenty-seven of the Spanish, he obtained that memorable and glorious victory which rendered his fame immortal. He received the thanks of both Houses of Parliament, and was honoured by his Majesty with the title of Earl of St. Vincent, and Baron Jervis, of Meaford; he also received the gold chain and medal, and a pension of £3000 per annum. His lordship having shifted his flag to the *Ville de Paris*, of 110 guns, commenced a rigorous blockade of the port of Cadiz, which was continued until the cessation of hostilities. In the summer of 1799, his health being much impaired, he resigned the command of his fleet to Lord Keith, and returned to England, where he arrived in the month of August. In April 1800 his lordship succeeded Lord Bridport in the command of the Channel fleet, and in the course of the same year was appointed lieutenant-general of marines. In February 1801 he was nominated first lord of the admiralty, where he presided until the month of May 1804. In the beginning of 1806 he was again appointed to the chief command of the Channel fleet, and hoisted the Union instead of his own proper flag in the *Hibernia*, of 110 guns: this command he resigned in April 1807. May 7, 1814, he succeeded the late Lord Bridport,

Bridport, as general of the royal marines; and in 1815 was elected a F. R. S. On July 19, 1821, his lordship was elevated to the rank of an admiral of the fleet, and died in April 1823, near Braintree, in Essex, aged 89. See *LEEWARD ISLANDS*, and *St. VINCENT*, battle off Cape.

SANDERS, Capt. James. See *MEDITERRANEAN STATION*, February 22, 1799.

SARGENT, Capt. William. See *HOME STATION*, March 27, 1814.

SAUMAREZ, Adm. Sir James, baronet, G. C. B., was born in Guernsey, on March 11, 1757, and commenced his naval career as a midshipman on board the *Montreal*, commanded by the late Com. Alms, in 1770, and was employed in the Mediterranean until 1775, having intermediately served in the *Winchelsea* and *Levant* frigates, under the late Admirals Goodall and Thompson. Soon after his arrival in England, Mr. Saumarez joined the *Bristol*, of 50 guns, bearing the broad pendant of Sir Peter Parker, and was at the attack of Fort Sullivan, near Charlestown, in South Carolina, on June 28, 1776: the *Bristol* had 111 killed and wounded. In consequence of his conduct in this desperate affair, he received from the commodore a commission to act as lieutenant on board the *Bristol*, which was subsequently confirmed by Lord Howe. He returned to England in the *Leviathan*, and was soon after appointed to the *Victory*, of 100 guns, carrying the flag of Sir Charles Hardy, and continued in that ship until his removal, as second lieutenant, into the *Fortitude*, 74, with Vice-Adm. Sir Hyde Parker, with whom he was in the battle with the Dutch fleet under Adm. Zoutman, on August 5, 1781. For his conduct in this action he was made a commander in the *Tisiphone*, and was with Rear-Adm. Kempenfelt at the capture of several transports, in the face of a superior force commanded by Count de Guichen; and was detached by the rear-admiral to Sir S. Hood, commander-in-chief in the West Indies, with the intelligence, who appointed him captain of the *Russell*, 74, on February 7, 1782, though then under twenty-five years of age. In this ship he took a distinguished share in the memorable action between Rodney and De Grasse, on April 12, and shortly after returned to England.

At the commencement of the French revolutionary war he commanded the *Crescent*, of 42 guns; and on October 20, 1793, captured *Le Réunion*, of 36 guns and 320 men, 120 of whom were either killed or wounded: the *Crescent* had not a man hurt. This action procured him the honour of knighthood, and he was presented with an elegant piece of plate from the merchants of London. On June 8, 1794, the *Crescent*, with the *Druid* and *Eurydice* in company, by a skilful manœuvre escaped from a very superior force, consisting of two cut-down seventy-fours, each mounting 54 guns, 2 frigates, and a brig. He subsequently commanded the *Marlborough*, 74, and the *Orion*, of similar force: in the latter vessel he was in the action off *L'Orient*, on June 23, 1795, and also in that on February 14, 1797, under Sir John Jervis. He afterwards accompanied Sir H. Nelson to the Nile, and shared in the honours of August 1, 1798, with that hero. On his arrival at Plymouth in November, the *Orion* was put out of commission, and Sir James was honoured a second time with a gold medal and riband; and the inhabitants of Guernsey presented him with a magnificent vase. On February 14, 1799, he was made a colonel of marines, and some time afterward appointed to the *Cæsar* of

84 guns. On January 1, 1801, he attained the rank of rear-admiral of the blue, and on June 13 following was created a baronet. Sir James commanded a squadron of five sail of the line, one frigate, a brig, and a lugger, at the blockade of Cadiz; and on July 6, attacked a French squadron under the batteries of Algeziras, without success: on the 12th he attacked the combined French and Spanish squadrons, in the Strait of Gibraltar, of which two, of 112 guns each, took fire and blew up, and one of 74 guns was captured. For this exploit his Majesty was pleased to honour him with the Order of the Bath, and settle on him a pension of £1200 per annum for life. He had the command at the Nore, and subsequently at Guernsey, until he attained the rank of vice-admiral, on December 13, 1806, when he was nominated second in command of the Channel fleet, under Earl St. Vincent. In March 1808 he was appointed to the command of a squadron in the Baltic, where he continued upwards of four years. On June 24, 1813, his present Majesty, then Prince Regent, in compliance with the request of the late King of Sweden, was pleased to invest Sir James with the insignia of a knight grand cross of the royal Swedish military Order of the Sword. On June 4, 1814, he attained the rank of admiral of the blue. In 1819 he became rear-admiral of Great Britain, and subsequently vice-admiral thereof. See HOME STATION, October 20, 1793, June 8, 1794, June 23, 1795, September 12, 1803; MEDITERRANEAN STATION, July 6 and 12, 1801; ST. VINCENT; and NILE.

SAYER, Capt. George, C. B. See LEEWARD ISLAND STATION, January 21, 1807; and JAVA.

SCHOMBERG, Capt. Alexander W. See HOME STATION, January 5, 1809.

SCHOMBERG, Capt. Charles March, C. B. See MADAGASCAR.

SCOTT, Rear-Adm. George, C. B. See AMERICAN STATIONS, February 10, 1809.

SEARLE, Capt. Thomas, C. B. See MEDITERRANEAN STATION, December 11, 1807; April 4 and 23, 1808.

SELBY, Capt. William. See LEEWARD ISLAND STATION, January 2, 1807; MARIE GALANTE; and ANHOLT.

SENEGAL, the only French settlement on the coast of Africa, surrendered on July 13, 1809, to the British naval and military forces; the former commanded by Com. Columbine, and the latter by Major Maxwell.

SEROCOLD, Capt. was killed at Calvi. See MEDITERRANEAN STATION, March 5, and August 10, 1794.

SEYMOUR, Capt. Sir Michael, bart., K. C. B., was born at Palace, in the county of Limerick, November 8, 1763, and commenced his naval career in 1780. On the memorable first of June he was a lieutenant in the Marlborough, and lost his left arm in the action. In Earl Spencer's administration he was made a commander in the Spitfire sloop, 20, on the Channel station. On January 12, 1797, he captured L'Allegree French store-ship, laden with ammunition; and on December 28, 1798, La Wilding armed transport, of 14 guns. He also captured several privateers, as will be seen by the list of privateers taken, &c. He was promoted to post rank August 11, 1800. While commanding the Amethyst, 36, Capt. Seymour captured La Thetis French frigate, of 44 guns and 336 men, of whom her captain and 133 men were k. and

102 w.: the *Amethyst* had 19 k. and 51 w. For his distinguished conduct on this occasion, his Majesty presented Capt. Seymour with the naval gold medal: the corporation of Limerick voted him the freedom of that city, in a heart of oak box, lined and ornamented with gold; and he also received the freedom of the city of Cork in a silver box. The committee of the Patriotic Fund at Lloyd's also voted him the sum of one hundred guineas, for the purchase of a piece of plate, commemorative of the event. On April 6, 1809, he captured *Le Niemen* French frigate, of 44 guns and 319 men, of whom 47 were k. and 73 w.: the *Amethyst* had 8 k. and 37 w. A brief account of these captures will be found under their appropriate heads. In the course of the following month of May, Capt. Seymour was raised to the dignity of a baronet of Great Britain. He afterwards accompanied Sir Richard J. Strachan in the Walcheren expedition. Sir Michael Seymour subsequently commanded his prize, the *Niemen*, and the *Hannibal*, of 74 guns; and on March 26, 1814, in the latter ship, off Cherbourg, he captured *La Sultane* French frigate, of 44 guns and 330 men. He was nominated a K. C. B. January 2, 1815. See HOME STATION, November 10, 1808, and April 5, 1809.

SHIPLEY, Capt. Conway. See LEeward ISLAND STATION, March 27, 1804, and SURINAM.

SHORTLAND, Capt. Thomas G. See CONSTANTINOPLE.

SINCLAIR, Capt. Sir John, bart. See MEDITERRANEAN STATION, August 1813.

SKINNER, Capt. J. See AMERICAN STATIONS, June 21, 1798.

SMITH, Capt. John. See ST. SEBASTIAN.

SMITH, Capt. Matthew. See CAPE OF GOOD HOPE, and EAST INDIA STATIONS, October 22, 1794.

SMITH, Capt. See MEDITERRANEAN STATION, June 28, 1799.

SMITH, Adm. Sir William Sidney, K. C. B., was born about the year 1764, and entered into the navy at the age of thirteen. In 1780 he was made lieutenant; in 1782 commander; and on May 7, 1783, promoted to the rank of post captain. On the prospect of a rupture between Sweden and Russia, Capt. Smith, with the permission of government, entered into the service of the former in 1788. His conduct was such during that northern war, that he was knighted by the court which he served; and on his return home, he received that honour from his own sovereign. He then became a volunteer in the marine of Turkey. Towards the conclusion of the siege of Toulon, he came from Smyrna for the express purpose of offering his services to Lord Hood, and acquired considerable reputation, by the bold and spirited manner in which he burnt the arsenal and dock-yards, together with the several vessels in the basin. In 1794, Sir Sidney was appointed to the *Diamond*, of 30 guns, in which ship he was fortunate enough to effect important services to his country. In March 1796 he distinguished himself highly in the attack of a French squadron, which had taken shelter in Herqui, all of which, excepting an armed lugger, he burned; but his services were now unfortunately drawing to a temporary suspension. Being stationed off Havre de Grace, he captured, on April 18, 1796, with the boats of his squadron, a French lugger privateer, which by the strong setting of the tide into the river *Saine*, was driven above the forts. He remained all night in this situation,

situation, and the dawn of day discovering to the French the lugger in tow of a string of English boats, he was attacked by gun-boats, other armed vessels, and another lugger of superior force, so that after an unavailing resistance for a considerable time, he was obliged to surrender himself a prisoner of war, with about nineteen of his people and companions. Sir Sidney was conducted to Paris, and confined two years in the prisons of the Abbaye and the Temple, from which latter he effected a most wonderful escape. In June 1798 he was appointed to the command of the *Tigre*, of 80 guns; and in November sailed for the Mediterranean, honoured with a distinct command as an established commodore on the coast of Egypt. His services here, which were of the most brilliant description, will be found briefly narrated under their appropriate heads. The grand seignior, for his conduct at Acre, presented Sir Sidney with an aigrette and sable fur, worth 25,000 piastres; and afterwards conferred on him the insignia of the ottoman Order of the Crescent. On September 5, 1801, Sir W. S. Smith and Col. Abercromby embarked at Alexandria for England, and arrived in London November 10 following. On the renewal of hostilities in 1803, he hoisted his broad pendant on board the *Antelope*, 50, as commodore of a squadron employed on the coast of France. Early in 1804 he was appointed colonel of royal marines. On November 9, 1805, he was promoted to the rank of rear-admiral, and hoisted his flag in the *Pompée*, of 80 guns, in which ship he proceeded to the Mediterranean, on March 3, 1806, and was actively employed on the coast of Italy and Sicily. In February 1807 he accompanied Vice-Adm. Sir J. T. Duckworth in the expedition against Constantinople; after which he returned to England, where he arrived in the month of June. About the end of October following, Rear-Adm. Sir W. S. Smith was appointed to command a squadron on the coast of Portugal; on November 29 the royal family embarked at Lisbon for Brazil; he continued to blockade Lisbon, &c. until the month of February 1808, when, with his flag in the *Foudroyant*, of 80 guns, he proceeded to South America, where he assumed the chief command, and rendered essential services to the commercial interests of the united kingdom. In the following June, Sir W. S. Smith gave an entertainment to the whole Portuguese royal family and court on board his flag-ship, where the Prince Regent presented him with the standard of Portugal, as an augmentation to his coat of arms, and created him a knight grand cross of the ancient Order of the Tower and Sword. He returned to England in August 1809, and shortly after struck his flag. On July 31, 1810, he was advanced to the rank of vice-admiral, and shortly afterwards received the academic honours of the universities of Oxford and Cambridge; and on August 22, 1811, the freedom of the city of Edinburgh. In 1812, the vice-admiral hoisted his flag in the *Hibernia*, of 110 guns, as second in command of the fleet in the Mediterranean, where he remained until the conclusion of the war. On his return to Plymouth, in July 1814, he was presented with the freedom of that borough, in an elegant silver box. He was created a K. C. B. January 2, 1815, and attained the rank of full admiral July 19, 1821. See HOME STATION, February 2, 1795, March 17, April 18, 1796, May 5, 1798, May 17, 1804; MEDITERRANEAN STATION, April 21 and 23, 1806; Toulon; Egypt; Maida; and Constantinople.

SOTHERON. Vice-Adm. Frank, was born in 1765, and at
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eleven years of age entered the naval service on board the *Bien-faisant*, of 64 guns, commanded by Capt. (the late admiral) Macbride. He served with great credit to himself as midshipman until the conclusion of the war in 1783, when he obtained the rank of lieutenant. In 1792 he was made a commander; on December 11, 1793, obtained post rank, and was appointed to the *Monarch*, 74, bearing the broad pendant of Com. Sir J. Wallace, stationed in the Channel; but did not remain long in that ship. In April 1795, Capt. Sotheron was appointed to the *Romney*, of 50 guns, bearing the flag of Rear-Adm. Sir J. Wallace, with whom he proceeded to Newfoundland, that officer being commander-in-chief on that station. In the month of May 1797, he was appointed to the *Latona* frigate, of 38 guns, on the Newfoundland station, where he continued during the two following years. In 1799 he was employed in the North Sea; and in the month of August the *Latona* formed part of the expedition sent against the *Helder*, and went with Vice-Adm. Mitchell to attack the Batavian ships of war lying in the *Vlieter* channel, but which surrendered without resistance. He remained in the North Sea until the conclusion of the war, and captured several of the enemy's armed vessels. In July 1803, Capt. Sotheron was appointed to the *Excellent*, 74, in which ship he proceeded to the Mediterranean, and joined the fleet on that station. The *Excellent* formed part of the squadron, under the orders of Rear-Adm. Sir W. S. Smith, off Naples, in April 1806, from whence she returned to England, and was put out of commission in the month of August. He was promoted to the rank of rear-admiral on August 1, 1811, and advanced to that of vice-admiral on August 12, 1819. See HOLLAND, and MEDITERRANEAN STATION, April 21, 1806.

SPAIN. The *Venerable*, 74, Sir H. R. Popham; *Magnificent*, 74, T. W. Lake; *Rhin*, 38, C. Malcolm; *Surveillante*, 38, Sir G. R. Collier; *Medusa*, 32, Hon. D. P. Bouverie; and *Lyra*, 10, R. Bloye, co-operated in favour of the Spaniards in the year 1812, by landing parties of seamen and marines on different points of the north coast, and destroying the batteries, and blowing up the fortified places and magazines of the enemy.

In the month of July an attack was made upon the town of Santander, and the castle of Ano, at the mouth of its harbour, by a detachment of royal marines from the squadron, in conjunction with the Spanish guerillas, under Gen. Porlier. The castle was taken possession of by the marines; but the garrison of Santander having received reinforcements, which made it stronger than had been expected, Gen. Porlier was unable to advance upon the place, and the marines, who had pushed on to co-operate in the attack, were obliged to fall back upon the castle with some loss. Capts. Lake and Collier, who commanded the detachment, were wounded; as was also Capt. Noble, of the marines, who was taken prisoner. On August 3, the French evacuated the town of Santander, of which a detachment of marines from the frigate lying in the harbour immediately took possession. Twenty guns of different sizes were found in it, with a quantity of ammunition.

1813. After a consultation with the junta of Asturias, on June 24, Capt. Mends, of the *Arethusa*, received on board the squadron under his command the Spanish Brig.-Gen. Porlier, and 600 of his soldiers, for the purpose of beating up the enemy's quarters along the coast of Cantabria and Biscay, in order to make a diversion

sion of his troops towards the sea-ports in his possession, which might afford an opportunity for a combined movement of the Spanish armies in Asturias. The maritime part of this expedition succeeded; the batteries (with the exception of one), on which were found 100 pieces of cannon, from St. Sebastian to St. Andero, were destroyed, and communications were thus opened with these provinces.

SPENCER, Capt. Richard, C. B. See AMBOYNA.

SPENCER, Capt. Hon. Robert Cavendish. See MEDITERRANEAN STATION, August 1813.

SPILSBURY, Capt. Francis B. See ONTARIO LAKE.

SPRANGER, Rear-Adm. John William. See IONIAN ISLES.

STAINES, Capt. Sir Thomas, K. C. B. See MEDITERRANEAN STATION, June 25 and 26, 1809.

STANFIELD, Capt. See GUADALOUPE.

STEWART, Capt. John, the second son of William Stewart, Esq. of Castle Stewart, in the shire of Galloway, in Scotland, was born on December 21, 1774. After two voyages to Newfoundland and America, on board the *Rose* frigate, Capt. Waller, in 1789, he entered on board the *Discovery*, Capt. Vancouver, on January 16, 1791. Mr. Stewart's talents for nautical astronomy developed themselves during the *Discovery's* tedious and perilous voyage. He served as midshipman and master's mate on board this ship until December 3, 1795; and on its arrival at St. Helen's, Capt. Vancouver strongly recommended him to Mr. Stewart's relation, Lord Keith, then Sir G. K. Elphinstone, who patronised him in a conspicuous manner, and placed him in situations where his great abilities might appear. On November 6, 1795, he was appointed second in the *Arab*, which ship, after a voyage to New York, and whilst cruising off the French coast, struck on a rock in hazy weather, and shortly became a mere wreck. After being exchanged at Morlaix, Lieut. Stewart arrived at Plymouth in July 1796; in 1797 he joined Lord Keith, and was his flag lieutenant in a variety of operations in the Mediterranean. On April 29, 1800, he was appointed by Lord Keith to the *Mondovi*, of 14 guns; on December 31, 1800, he sailed on the Egyptian expedition with his lordship to Marmorice, on the coast of Anatolia; and on April 10, 1801, he was promoted by the admiral to the command of the *Africaine*, of 38 guns. In 1803 he was appointed by Lord Keith assistant captain to his fleet; in 1806 he was appointed to the *Seahorse*; and on July 5, 1808, he had an obstinate and bloody battle with a Turkish frigate and corvette, in the Archipelago. For this splendid action Capt. Stewart received a medal from the king, and great encomiums from his commander-in-chief, Lord Collingwood. From the period of the latter's death, in March 1810, until January 1811, Capt. Stewart was constantly employed on various important services in the Mediterranean, more especially at Sicily and Malta. The *Seahorse* being worn out, as well as her commander, was paid off, in June 1811; and the intelligent, active, and intrepid Capt. Stewart survived only until October 26. See MEDITERRANEAN STATION, July 5, 1808.

STIRLING, Vice-Adm. Charles, was made a post captain January 15, 1783. In October 1794, Capt. Stirling was appointed to the *Venus* frigate, of 32 guns, from which he removed into the *Jason*, 36, in December following. The latter ship formed part of the squadron, under Sir J. B. Warren, in the expedition against

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Quiberon

Quiberon in the summer of 1795; and on August 27 assisted in the capture of five sail of the enemy's convoy near the Garonne, and in driving on shore *Le Petit Diable* national cutter, of 18 guns and 100 men. On June 29, 1796, the *Jason*, with the *Pique*, 26, in company, cruising off the *Saintes*, captured *La Seine* French frigate, of 42 guns. In this action Capt. Stirling was wounded, and Mr. Robotier, the second lieutenant, killed. On October 11 following, while in pursuit of a French convoy, the *Jason* struck upon a rock and was wrecked; Capt. Stirling and the crew, excepting six, surrendered themselves prisoners of war. He commanded the *Pompée*, of 80 guns, in the battle of Algeiras, on July 6, 1801, on which occasion that ship had 15 men killed and 60 wounded, and was much damaged in her masts and rigging. She returned to England, and was paid off in February 1802. Capt. Stirling was afterwards appointed resident commissioner at Jamaica, which situation he held until his advancement to the rank of rear-admiral, which took place on April 23, 1804. The rear-admiral, with his flag in the *Glory*, 98, formed part of the squadron under the orders of Vice-Adm. Sir Robert Calder, in the action with the combined squadrons of France and Spain on July 22, 1805. In the autumn of 1806, Rear-Adm. Stirling was appointed to the command of a squadron destined for South America, and proceeded thither with his flag in the *Diadem*, 64, having under his escort a body of troops, under the command of Brig.-Gen. Sir S. Auchmuty. On their arrival at Rio de la Plata, they conjointly proceeded to the attack of Monte Video, which fortress and city, after a most determined resistance from the Spaniards, was taken by assault on February 3, 1807. He subsequently proceeded to the Cape of Good Hope, and assumed the command on that station, to which he had been previously appointed. He was advanced to the rank of vice-admiral July 31, 1810; and on August 10 was presented with the freedom of the Goldsmiths' Company, unanimously voted to him for his important public services. See HOME STATION, June 29, and October 11, 1793; MEDITERRANEAN STATION, July 5, 1801; and MONTE VIDEO.

STODDART, Capt. Pringle. See HOME STATION, January 3, 1807.

STOPFORD, Adm. Hon. Sir Robert, was promoted to the rank of post captain August 12, 1790, and commanded the *Aquilon* frigate, of 32 guns, on the memorable 1st of June 1794; and during the conflict on that day, repeated the signals of the rear division of the British fleet. He shortly afterward removed into the *Phæton*, of 36 guns; and in the spring of 1795, formed part of the squadron, under the orders of Com. J. W. Bayne, employed in escorting her Serene Highness the Princess Caroline of Brunswick from Germany to England. He afterwards joined the Channel fleet; and the *Phæton* formed part of the squadron under Vice-Adm. Hon. W. Cornwallis, when he fell in with, and skillfully retreated from, a very superior French fleet on June 16 and 17. He afterwards drove on shore, on the isle of Rhe, *L'Ecluse*, of 23 guns. On March 10, 1796, Capt. Stopford captured *La Bonne Citoyenne* corvette, of 20 guns; on December 29, 1797, in company with the *Anson*, he captured the *Daphne*, of 30 guns (formerly British); and on September 6, 1798, with the *Anson* in company, *La Flore* French frigate, of 36 guns. Towards the end of February 1798, the *Phæton* joined the squadron under Sir J. B. Warren; and on March

March 22, Capt. Stopford drove on shore on the Olive rocks, near Cordovan lighthouse, a large French frigate. On November 20 he assisted in capturing L'Hirondelle corvette, of 20 guns. In addition to the above services, Capt. Stopford captured several privateers, as may be seen by the list. In July 1799 he was removed into the Excellent, of 74 guns; and on October 10 captured L'Arethuse French corvette, of 13 guns, and afterwards L'Arc national cutter, and some merchantmen. He quitted the Excellent in the early part of 1803; and in the month of May commissioned the Spencer, of 74 guns, at Plymouth. The Spencer joined Lord Nelson's fleet in the Mediterranean in the autumn of 1804, and afterwards accompanied his lordship to the West Indies, in pursuit of the combined fleets of France and Spain. On November 9, 1805, he was appointed to a colonelcy of royal marines. The Spencer formed part of the squadron, under Sir J. T. Duckworth, at the defeat and capture of the French squadron in St. Domingo Bay, on February 6, 1806, on which occasion she had 18 men killed and 50 wounded, including Capt. Stopford. He was also employed in the expedition against Copenhagen, in August and September 1807, which ended in the capture of the Danish fleet, &c. April 28, 1808, he was promoted to the rank of rear-admiral; in January 1809, he hoisted his flag in the Caesar, of 80 guns, as commander of the squadron employed blockading Basque Roads, which squadron, on February 23, forced on shore, near the Sable D'Olonnes, three French frigates. He afterwards assisted at the destruction of the French ships in Basque Roads, on April 11 and 12. In the autumn of 1810, Rear-Adm. Stopford was appointed to the command of the squadron at the Cape of Good Hope, whither he proceeded in the Scipion, of 74 guns. He commanded the sea forces in co-operation with Lieut.-Gen. Sir S. Auchmuty, at the reduction of Java, in the months of August and September 1811. On January 10, 1812, the thanks of Parliament were voted to the officers and men of both services employed in the expedition. Having been superseded at the Cape by Rear-Adm. Tyler, he returned to England in the President frigate, where he arrived in the spring of 1813. He was advanced to the rank of vice-admiral August 12, 1812; nominated a K. C. B. January 2, 1815; and attained the rank of full admiral May 27, 1825. See HOME STATION, May 16 and 17, 1795; August 16, and December 29, 1797; March 8 and 22, 1798; February 23, 1809; ST. DOMINGO; BASQUE ROADS; and JAVA.

STRACHAN, Adm. Sir Richard John, bart., G. C. B., after serving with credit in the subordinate ranks, was made a post captain on April 26, 1783. Having commanded the Phoenix, 36, in the East Indies, he returned from thence about midsummer 1793; and in February 1794 was appointed to the Concorde, of 36 guns, in which ship he joined the squadron of frigates, under the orders of Com. Sir J. B. Warren. On April 23 he captured L'Engageante French frigate, of 38 guns. In July Capt. Strachan removed into the Melampus, of 36 guns, and was appointed to the command of a squadron of frigates, with which he greatly annoyed the enemy. In August 1796, he removed into the Diamond, of 33 guns; and on December 31, captured L'Amarante French corvette brig, of 14 guns. He had previously captured L'Esperance brig privateer, and in 1797 two others. In February 1799, Capt. Strachan was appointed to the Captain, 74, in which ship he assisted at the capture of a French squadron in the Mediterranean, on July 19, and

that ship formed part of the squadrons employed in the expeditions against Quiberon and Ferrol, in the months of June and August, 1800. He was afterwards employed in the command of a small squadron, cruising off the western coast of France. In September 1801 he removed into the *Donegal*, of 80 guns; and on the recommencement of hostilities he was employed off Cadiz, watching the motions of the enemy in that port. In the month of April 1804, he was appointed to a colonelcy of marines; and on November 25, he captured the *Amfitrite* Spanish frigate, of 36 guns, which had escaped out of Cadiz, and also about the same time a richly-laden Spanish merchant ship. About the latter end of July 1805, Sir Richard was appointed to command the *Cæsar*, of 80 guns, and a detached squadron, with which he captured, on November 4, after an action of three hours and a half, four French line-of-battle ships, that had escaped from the battle off Trafalgar. November 9, in the same year, he was promoted to the rank of rear-admiral; and on January 29, 1806, his Majesty was pleased to confer upon him the dignity of a K. B.; he also received the thanks of both Houses of Parliament. He was soon after detached, with his flag on board the *Cæsar*, to the coast of America, in pursuit of a French squadron, commanded by Adm. Villeaumez, one of whose ships, the *Castor*, of 74 guns, foundered in a hurricane, and another, *L'Impétueux*, of the same force, having been dismasted, was captured and burnt by the British on September 14. After his return from the above service, he was employed in the blockade of Rochefort, until the summer of 1809, when he was appointed to command the naval part of the expedition destined for the occupation of Flushing, and destruction of the enemy's ships of war and arsenals in the Scheldt; the particulars of which are detailed under its appropriate head. July 3, 1810, Sir Richard Strachan was presented with an elegant sword, and the freedom of the city of London, which had been voted to him for his achievement west of Rochefort in 1805. He was advanced to the rank of vice-admiral on the 31st of the same month, and attained the rank of full admiral July 19, 1821. See HOME STATION, April 23, 1794, May 9 and July 3, 1795, March 1798, November 4, 1805; and WALCHEREN.

STREET, Capt. Benjamin. See ISLE OF FRANCE.

STUART, Capt. Hon. Lord George, C. B. See HOME STATION, August 1, 1812.

SULLIVAN, Capt. Thomas Ball. See BALTIMORE.

SURINAM (*Dutch*) surrendered, without resistance, to the forces under Lieut.-Gen. T. Trigge, and Vice-Adm. Lord H. Seymour, and placed under the protection of his Britannic majesty August 20, 1799. The ships employed upon this service were the *Prince of Wales*, 98, Vice-Adm. Lord Hugh Seymour, Capt. A. Renou; *Invincible*, 74, W. Cayley; *Tamer*, 38, T. Western; *Unité*, 38, J. P. Beresford; *Lapwing*, 28, T. Harvey; *Daphné*, 20, R. Matson; *Syren*, 32, T. Le M. Gosselin; *Amphitrite*, 28, C. Ekins; and *Requin*, 12, Lieut. W. W. Senhouse. It was ceded at the peace of Amiens, March 27, 1802; but was retaken on May 4, 1804, by the military and naval forces, under the command of Major-Gen. Sir Charles Green and Com. Hood. This important conquest was achieved with much gallantry; the British had 8 k. and 21 w.; the total number of prisoners was 2001; the British army amounted to 2000. The ships employed upon this service were the *Centaure*, 74, Com. Hood, Capt. M. Maxwell; *Pandour*,

44, John Nash; Serapis, 44, H. Waring; Emerald, 36, James O'Bryen; Alligator, 28, C. Richardson; Hippomenes, C. Shipley; Drake, W. Ferris; Guachupin, K. M'Kenzie; Unique (a. s.), and transports.

SUTTON, Adm. Sir John, K. C. B., was promoted to the rank of post captain November 23, 1782. In January 1793, he was appointed to the *Romulus*, of 36 guns, from which ship he removed into the *Egmont*, 74, in the Mediterranean, about the latter end of May 1794. This ship was present at the capture of the *Ca Ira*, of 80, and *Censeur*, of 74 guns, on March 14, 1795, and also in the skirmish off the Hieres islands on July 13. On March 9, 1796, the *Egmont* captured *La Sardine* corvette, of 22 guns, and recaptured the *Nemesis*, of 28 guns, which had been taken in 1795 by three French frigates. Capt. Sutton afterwards assisted Com. Nelson at the evacuation of Corsica. On February 14, 1797, the *Egmont* formed part of the force under Sir John Jervis, in the glorious battle with, and defeat of, the Spanish fleet; and Capt. Sutton, in common with the other commanders, received a gold medal for his conduct on that occasion. In the autumn he returned to England; and in May 1798 removed into the *Superb*, 74, and held the command of that ship until February 1801, when he was appointed captain of the Channel fleet, under Adm. the Hon. W. Cornwallis, in which station he continued until the end of the war. In March 1803, Capt. Sutton was appointed to the *Mars*, 74; and on April 23, 1804, he was promoted to the rank of rear-admiral; on October 25, 1809, he was advanced to the rank of vice-admiral; on January 2, 1815, he was created a K. C. B.; and became a full admiral August 12, 1819. He died in 1825.

SUTTON, Rear-Adm. Samuel, was raised to the rank of post captain June 27, 1797. In the month of September 1798, Capt. Sutton was appointed to the *Monarch*, 74, bearing the flag of Vice-Adm. Sir R. Onslow, from which ship he removed, in the month of April 1799, into the *Prince*, of 98 guns, bearing the flag of Rear-Adm. Sir C. Cotton, with whom he continued to serve, in that ship and the *Prince George*, until February 1801. In the following month he was appointed to the *Alcmene*, of 32 guns, and was in the battle before Copenhagen on the memorable April 2, on which occasion the *Alcmene* had 5 men k. and 14 w. In May he removed into the *Amazon*, of 38 guns, employed on the home station, and held the command of that ship until November 1802. In April 1803, Capt. Sutton was appointed to the *Victory* of 100 guns, fitting for the flag of Lord Nelson; and on May 28, on his passage to the Mediterranean, he captured *L'Ambuscade*, a French frigate, of 32 guns, formerly British. On July 30 Lord Nelson joined the *Victory* off Toulon, and Capt. Sutton removed into the *Amphion* frigate, of 32 guns, in which ship he assisted at the capture of a Spanish squadron of frigates, laden with specie, off Cape St. Mary, on October 5, 1804. The *Amphion* on this occasion engaged *La Mercedes*, which, in a short time after the commencement of the action, blew up with a tremendous explosion. He was promoted to the rank of rear-admiral July 19, 1821.

SWAFFIELD, Capt. William. See HOME STATION, August 22, 1796.

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TALBOT, Rear-Adm. Sir John, K. C. B., was promoted to post rank in the *Eurydice*, of 24 guns, August 27, 1796, employed in the North Sea and in the Channel, and occasionally protecting the trade to America, until the month of January 1801, when he was removed into the *Glenmore* frigate, of 36 guns, employed on the coast of Ireland, which ship he held the command of until the conclusion of the war. During the time that he commanded the *Eurydice*, Capt. Talbot captured several of the enemy's privateers, whose names are inserted in the list of privateers taken. In October 1804, Capt. Talbot was appointed to command the *Leander*, of 50 guns, and ordered to America, on which station, February 25, 1805, he captured *La Ville de Milan* French frigate, of 46 guns, and recaptured the *Cleopatra*, of 32 guns. In the month of December following, he removed into the *Centaur*, 74, and returned to England. His next appointment was to the *Thunderer*, also a 74 gun ship, in which he accompanied Sir J. T. Duckworth in the expedition to Constantinople, in February 1807. The *Thunderer* returned to England about the end of 1808; Capt. Talbot was appointed to the *Victorious*, 74, September 23, 1809, and proceeded again to the Mediterranean. On January 30, 1811, he destroyed the *Leoben* Italian schooner of war, of 10 guns; and on February 21, 1812, with the *Weazle* sloop in company, he attacked an enemy's squadron in the Gulf of Venice, and after an obstinate resistance of five hours, succeeded in capturing the *Rivoli*, of 74 guns, commanded by Com. Barré; she had on board at the commencement of the action 862 men, 400 of whom were either killed or wounded; the *Victorious* had 42 k. and 99 w. For his gallant conduct on this occasion the Board of Admiralty presented Capt. Talbot with a gold medal. He afterwards accompanied Sir John Warren to the coast of America, and continued on that station until 1814, when he returned to England, and the *Victorious* was put out of commission in the month of July. June 4, 1814, Capt. Talbot was appointed to a colonelcy of royal marines; was nominated a K. C. B. January 2, 1815; and promoted to the rank of rear-admiral August 12, 1819. See **AMERICAN STATIONS**, February 5, 1805; **MEDITERRANEAN STATION**, February 21, 1812; and **CONSTANTINOPLE**.

TAYLOR, Vice-Adm. William, obtained post rank September 24, 1793. Capt. Taylor commanded the *Magnanime* frigate, of 48 guns, and assisted at the capture of the island of Goree. He was promoted to the rank of rear-admiral August 1, 1811; and advanced to that of vice-admiral, August 12, 1819. See **GOREE**.

TENERIFFE. On July 15, 1797, Rear-Adm. Nelson was dispatched by Lord St. Vincent to make an attack on Santa Cruz, in the island of Teneriffe; and on the 25th the squadron anchored a few miles to the northward of that town. The rear-admiral, finding it impossible for the ships to get near enough to cannonade with any effect, ordered a body of 1000 seamen and marines to be landed. At half-past one in the morning the boats approached the mole-head, within half gunshot, undiscovered; when suddenly the alarm-bells rung, and a tremendous fire was opened from the end of the town to the other. The *Fox* cutter received a shot in the water, and her commander, Lieut. Gibson, with 96 men

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out of 180, perished. The same fate befell the boat of Capt. Richard Bowen and his first lieutenant, who escaped in the first instance, but the former was afterwards killed while spiking the guns at the mole. The night being extremely dark, the boats could not keep together, while the rear-admiral, and Capts. Thompson and Fremantle, with four or five boats, landed at the mole, which they stormed and carried, though defended by 400 or 500 men; but such was the heavy fire of grape and musket shot, kept up from the citadel and houses at the mole-head, that the whole party, to a man, were either killed or wounded: among the latter was the gallant Nelson, who lost his arm; and Capts. Thompson and Fremantle. In the mean time the Captains Troubridge, Hood, Miller, and Waller, landed, with many of the boats, a little to the southward of the citadel, passing through a violent surf, which staved the boats, and damaged the ammunition. With a handful of men they pushed over the line-wall, took the town, and formed in the great square, resolving to storm the citadel; but Capt. Troubridge, on a nearer approach, found it too strong to be attempted with any success, as he was informed, by deserters, there were 3000 Spaniards in arms, with 100 French, and 5 field-pieces, assembled at the entrance of the town. Seeing no possibility of relief from the ships, at seven o'clock Capt. Troubridge sent Capt. Hood with a message to the governor, promising that the English fleet should not molest the town, if he would furnish them with boats to regain their ships; otherwise, in five minutes he would burn the town, and commence an attack with the bayonet. Don Juan Antoine Guttery, the governor, instantly, for the sake of humanity, acceded to these conditions, received the wounded into his hospitals, and even intimated to the commander-in-chief, that he might purchase on shore what refreshment the squadron stood in need of. In this affair the English lost 44 killed, 97 drowned, 105 wounded, and 5 missing.

TERNATE, Island of (*D.*) was taken on capitulation, after a firm resistance of fifty-two days, by the military and marine forces of the Hon. East India Company, under the respective commands of Col. Burr and Capt. Hayes, June 21, 1801. It was ceded to the Dutch at the peace of Amiens, March 27, 1802, but retaken by the British arms on August 30, 1810, the land forces being commanded by Capt. Forbes, and the naval by Capt. E. Tucker, of the *Dover*. Thus did the whole island fall in less than one day, to a very inconsiderable force, though so famous for the strength of its fortifications, and memorable for its defence in the last war against the English. They had 500 regular troops, besides 700 Dutch burghers, and subsidiary forces. The British had 27 killed and wounded.

THICKNESSE, Capt. John. See HOME STATION, October 12, 1806.

THOMPSON, Vice-Adm. Sir Thomas Boulden, bart., G. C. B., after commanding the *Nautilus* sloop, was promoted to post rank November 22, 1790. He was appointed to the *Leander*, of 50 guns, in August 1796, and in that vessel joined the Mediterranean fleet, then under the orders of Sir John Jervis. In 1797 he accompanied Sir Horatio Nelson, in the disastrous expedition against Santa Cruz, in the island of Teneriffe, on which occasion he was wounded. The *Leander* also formed part of the forces under that gallant officer, at the glorious battle of the Nile, August 1, 1798: although
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but a 50-gun ship, she was stationed in the line of battle, and had 14 men wounded. For his very distinguished conduct in this battle, in addition to the thanks of both Houses of Parliament, and a gold medal, which he received in common with the other captains, his Majesty was pleased to honour Capt. Thompson with knighthood. On August 5, Capt. Thompson sailed with Capt. Berry, of the *Vanguard*, as the bearer of Rear-Adm. Nelson's dispatches to the commander-in-chief; and on the 18th, being off Goza, fell in with *Le Généreux*, of 74 guns, to which ship, after a desperate resistance of about five hours, when the *Leander* was reduced to a perfect wreck, and having 34 men k. and 57 w. including Capt. Thompson, the colours were hauled down. It is almost superfluous to add, that Capt. Thompson, his officers, and crew, were most honourably acquitted for the loss of that ship by a court-martial. In February 1799, Sir Thomas was appointed to the *Bellona*, of 74 guns, and soon after sent to the Mediterranean. On June 19 he assisted at the capture of a French squadron of three frigates and two brigs, from Jaffa, bound to Toulon. The *Bellona* formed part of the fleet under Sir Hyde Parker, at the attack and destruction of the Danish fleet off Copenhagen, on April 2, 1801, and had 11 men k. and 63 w.; among the latter the captain, who lost a leg. For his services on this occasion, Sir Thomas B. Thompson, in common with the rest of the officers of the fleet, received the thanks of both Houses of Parliament. His pension, which was £200 for his former wound, was increased to £500 per annum; and he was shortly after appointed to the *Mary yacht*. In June 1806 he was nominated comptroller of the navy, which he held until February 1816, when he became treasurer of the Royal Hospital at Greenwich. He was promoted to the rank of rear-admiral October 25, 1809, and advanced to that of vice-admiral June 4, 1814; was created a K. C. B. January 2, 1815, and G. C. B. September 14, 1822. See MEDITERRANEAN STATION, August 18, 1793; June 19, 1799; TENERIFFE; NILE; and COPENHAGEN.

THORNBOROUGH, Adm. Sir Edward, G. C. B., was made a post captain September 24, 1781. About the close of 1792 he was appointed to the *Latona* frigate, of 38 guns, and after the commencement of hostilities, captured several of the enemy's privateers. On November 18, 1793, Capt. Thornborough discovered a French squadron, of which he made signal to Earl Howe, with whom he was then cruising. Chase was instantly given; and although from the circumstance of their being to windward, and the weather thick and squally, they ultimately escaped, the *Latona* was so far a-head as to engage the sternmost frigates, and would have cut one of them off, had not two ships of the line bore down and prevented her. On the 27th of the same month, the *Latona* and *Phæton* captured *La Blonde* French corvette, of 28 guns, off Ushant. On the glorious first of June 1794, the *Latona* was one of the repeating frigates to Lord Howe's fleet. In the following month Capt. Thornborough was removed into the *Robust*, 74, which ship formed part of the squadron employed under Com. Sir R. Warren, in co-operation with the French royalists, in the month of 1795. The *Robust* was afterwards attached to the Channel fleet until the autumn of 1798, when she was again placed under orders of Sir J. B. Warren, and was present at the defeat of the French squadron off the coast of Ireland, in the month of October, on

on which occasion *La Hoche*, 74, surrendered to the *Robust* and *Magnanime*, after a severe contest of three hours. In February 1799, Capt. Thornborough was appointed to the *Formidable*, 98, and also to a colonelcy of marines. January 1, 1801, he was promoted to the rank of rear-admiral, and with his flag in the *Mars*, 74, occasionally commanded the in-shore squadron off Brest, until the end of the war. In March 1803 he was appointed to command a division of the North Sea fleet, under the orders of Lord Keith, where he remained until October in the following year. He was advanced to the rank of vice-admiral June 9, 1805; in October he hoisted his flag in the *Kent*, 74; and in the spring of 1806, removed into the *Prince of Wales*, 98, off Rochefort. In February 1807, Vice-Adm. Thornborough hoisted his flag on board the *Royal Sovereign*, of 100 guns, and proceeded to the Mediterranean, where he remained executing various services until the end of 1809. In October 1810 he was appointed commander-in-chief on the Irish station, where he continued during a period of three years. He attained the rank of full admiral December 4, 1813; and was nominated a K. C. B. January 2, 1815. He was afterwards appointed commander-in-chief at Portsmouth, which he retained until May 1818. The admiral was nominated a G. C. B. January 11, 1825. See *HOME STATION*, November 18 and 27, 1793; June 1, 1794; and October 12, 1798.

TOBAGO, island of, in the West Indies (*F.*), taken April 15, 1793, by the land forces under Major-Gen. Cuyler, with the *Trusty*, Vice-Adm. Sir J. Laforey, bart., Capt. J. Drew; and *Nautilus*, 16, Hon. H. Paulet. It was ceded at the peace of Amiens, March 27, 1802; but was restored to the British government without bloodshed, June 30, 1803.

TOBIN, Capt. George, C. B. See *LEEWARD ISLAND STATION*, October 5, 1805; and *HOME STATION*, October 23, 1813.

TOMLINSON, Capt. Nicholas, the third son of Capt. Robert Tomlinson, went to sea in 1774, with Lord Hotham, in the *Resolution*, of which ship his father was at that time first lieutenant. In 1779 he acted as aide-de-camp to Com. Luttrell, on board the *Charon*, at the siege and capture of Omoa, and was one of those who scaled the walls of that fortress. In 1780 he served as midshipman, when the same vessel and another engaged, and took the Count D'Artois, of 64 guns. After the *Charon* had been burnt by the enemy at York Town, in North America, Mr. Tomlinson was employed on shore, and having been intrusted with the command of an advanced battery, for his conduct on that occasion he obtained the thanks of Lord Cornwallis in person. In the severe campaign of 1781 he commanded an open gun-boat, in the expeditions under Lord Cornwallis and Gen. Arnold, on the rivers, and in the Chesapeake, and was almost daily engaged in fighting the enemy. In 1782 he obtained a lieutenant's commission for the Bristol, and went to the East Indies, where he was in the last general action between Adm. Sir Edward Hughes and Suffrein. When the *Duke of Athol* was on fire in Madras Road, the lieutenant volunteered his assistance, was blown up, and nearly deprived of life: six other officers of the same rank were killed, with all the officers belonging to the ship, and 300 men. On his recovery he was appointed to the *Savage* sloop of war, and had the happiness to preserve the lives of two of his fellow-creatures. At the request of the late Lord Hawke, his early friend and patron, he was re-

commended by his Excellency Count Woronzow, the Russian ambassador to the court of St. Petersburg, and immediately ordered by the Empress Catharine to be appointed a captain of one of her line-of-battle ships. No sooner, however, did a war between England and France appear inevitable, than, relinquishing the most flattering prospects, he returned to his native country, and was appointed to the *Regulus*, in which ship he continued eight months, when, at the recommendation of Captain, now Adm. Sir Sidney Smith, he obtained the command of the *Pelter* gun-vessel, of 14 guns. The *Pelter* was engaged sometimes separately, and at other times in conjunction with several ships of war, in various operations, such as repeated attacks upon batteries, destroying the enemy's vessels, while anchored under protection of cannon on shore, and in an encounter with three armed schooners, two of them of equal force with the *Pelter*. Lieut. Tomlinson captured a *chasse-maree*, under a battery in sight of the squadron, commanded by Sir J. B. Warren, which produced a flattering letter from that officer, and a generous relinquishment of the whole prize to the *Pelter* alone, from the officers and seamen belonging to his squadron. The *Pelter* covered the retreat of the remnant of the royalist army at Quiberon Bay, for which Lieut. Tomlinson received the thanks of the commodore on the quarter-deck of *La Pomone*, in the presence of several distinguished officers of both navy and army; and in his despatches to the Admiralty, dated July 22, 1795, Sir J. Warren acknowledged these services. To whatever extent boarding and cutting out the enemy's vessels from under forts, &c. may have since been carried, it is believed that our lieutenant set the example in the late war (at least in Europe), by cutting out a lugger, *in a single boat, in open daylight*, while lying within pistol-shot of a battery, with the adjoining sand-hills covered with soldiers. The *Pelter* being greatly shook and damaged, by repeated actions and the firing of her heavy guns, was obliged to return to England, and entered the harbour of Dartmouth in September 1795. On November 29 Lieut. Tomlinson was made commander in the *Suffisante* sloop, of 14 guns. In a cruise, he destroyed eight merchantmen on the coast of France, although protected by a corvette, of 16 guns, and two cutters, of 14 guns each. He captured the *Revanche* brig, of 12 guns and 85 men, together with the *Morgan* privateer, besides recapturing six valuable merchantmen, her prizes, and performed a variety of similar exploits, for which he was complimented with one piece of plate from the merchants of London, and another from the Royal Exchange Assurance Company. Two letters of acknowledgment from the Admiralty, and from Earl Spencer, then first lord, were followed by his promotion to the rank of post captain, on December 12, 1796. He was a volunteer in the *Baltic*, under Adm. Sir Hyde Parker, who had instructions to consult him; and afterwards, such was his eagerness to distress the enemies of his country, that he offered to fit out at his own expence, and even to command in person, a private ship of war. This offer not obtaining the public sanction of the Admiralty, Capt. Tomlinson procured leave of the Board to go to Oporto, and immediately took his passage in the *Lord Hawke*, fitted out ^{and} belonging to himself; and on his passage, he captured the enemy, retook a valuable British merchantman, and the Spanish packet *L'Edad de Oro*, worth about £12,000, which the Spaniards had thrown overboard, was recovered,

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vered, by the captain encouraging a sailor to plunge after it; whereby such information was obtained as proved of essential service to this empire, both in a political and a pecuniary view. On this occasion, however, Capt. Tomlinson incurred the displeasure of the Admiralty, by the use of the private signals for the Channel fleet, and was struck off the list of captains. He petitioned the Admiralty to rescind their resolution, but in vain; and early in 1800 he memorialized the King with no better success; but on a second memorial being presented to the King, he was graciously pleased to restore him to the rank of post captain, from September 22, 1801. In 1809 he suggested to the Admiralty a more efficacious disposition of fire-ships, and an improvement upon the old plan of attacking with them the enemy's fleet in their own ports; and he himself was soon after actually employed, with confidential and secret instructions from the lords commissioners, to fit out, and command all the fire-ships, which were ordered to be completed according to his method. He assisted Capt. Moore, of the Marlborough, in the destruction of the basin, arsenal, and sea defences of Flushing, and obtained his high approbation. Soon after his arrival in England, a warrant was issued against him, on a charge of having transmitted to the navy-office, in 1795, while commander of the *Pelter* gun-brig, a forged voucher, to the amount of £20 : 5s. from a sub-tradesman. He was actually arraigned and tried at the Old Bailey, in July 1810, for assisting in plundering government, in the year 1795, of this trifling sum! and notwithstanding his absolute innocence—notwithstanding his general and acknowledged merits as an officer, he incurred a positive loss of between five and six hundred pounds in law expences, independently of the severe irritation and distress of mind which such proceedings must have excited in himself, his family, friends, and brother officers.

TOTTY, Rear-Adm. T. See HOME STATION, March 16, 1801.

TOULON was taken possession of August 28, 1793, in consequence of propositions made by the inhabitants to Vice-Adm. Lord Hood. The forts which resisted were taken by the British, under protection of the *Meleager*, 32, C. Tyler; and *Tartar*, 28, T. F. Fremantle; supported by the *Egmont*, 74, A. Dickson; *Robust*, 74, Hon. G. K. Elphinstone; *Courageux*, 74, Hon. W. Waldegrave; and *Colossus*, 74, C. M. Pole. Being no longer tenable, it was evacuated, December 18, when many of the French ships, &c. which could not be gotten away, were destroyed, under the orders of Sir W. S. Smith.

TOURY, Capt. G. H. See MEDITERRANEAN STATION, June 24, 1795; and ST. VINCENT.

TRAFALGAR, battle off. On Monday, October 21, 1805, at daylight, Cape Trafalgar bearing E. by S. about seven leagues, the combined fleets of France and Spain were discovered six or seven miles to the eastward; the wind about west, and very light. The commander-in-chief, Vice-Adm. Lord Viscount Nelson, immediately made the signal for the fleet to bear up in two columns, as they are formed in order of sailing; a mode of attack his lordship had previously directed, to avoid the inconvenience and delay in forming a line of battle in the usual manner. The British squadron consisted of twenty-seven ships, three of them sixty-fours. The enemy's line consisted of thirty-three ships (of which

eighteen were French, and fifteen Spanish), commanded by Adm. Villeneuve: the Spaniards, under the direction of Gravina, wore, with their heads to the northward, and formed their line of battle with great closeness and correctness; but as the mode of attack was unusual, so the structure of their line was new—forming a crescent convex to leeward, so that in leading down to their centre, Vice-Adm. Collingwood, the second in command, had both their van and rear abaft the beam. Before the fire opened, every alternate ship was about a cable's length to windward of her second ahead and stern, forming a kind of double line, and appeared, when on their beam, to leave a very little interval between them, and this without crowding their ships. Adm. Villeneuve was in the *Bucentaure*, in the centre, and the *Prince of Asturias* bore Gravina's flag in the rear; but the French and Spanish ships were mixed, without any apparent regard to order of national squadron. Lord Nelson, in the *Victory*, led the weather column; and Adm. Collingwood, in the *Royal Sovereign*, the lee. The action began at twelve o'clock, by the leading ships of the columns breaking through the enemy's line, Lord Nelson about the tenth ship from the van, Adm. Collingwood about the twelfth from the rear, leaving the van of the enemy unoccupied, the succeeding ships breaking through in all parts astern of their leaders, and engaging the enemy at the muzzles of their guns: the conflict was severe; the enemy's ships were fought with a gallantry highly honourable to their officers; but the attack on them was irresistible, and ended in a complete and glorious victory. About three *p. m.*, many of the enemy's ships having struck their colours, their line gave way; Adm. Gravina, with ten ships, joining their frigates to leeward, stood towards Cadiz. The five headmost ships in their van tacked, and standing to the southward, to windward of the British line, were engaged, and the sternmost of them taken; the others went off, leaving to his majesty's squadron nineteen ships of the line (of which two were first rates, the *Santissima Trinidad*, and the *Santa Ana*), with three flag officers, viz. Adm. Villeneuve, Don Ignatio Maria D'Aliva, vice-admiral, and the Spanish Rear-Adm. Don Baltazar Hidalgo Cisneros.

After such a victory, it is unnecessary, as it would be invidious, to enter into individual eulogy; the conclusion says more on the subject than language can express, for when the spirit which animated all was the same, and all exerted themselves zealously in their country's cause, all deserve that their high merits should stand recorded; and never was high merit more conspicuous than in the battle of Trafalgar.

Such a battle could not be fought without a great loss of men. The commander-in-chief, Lord Nelson, received a musket ball in his left breast, and soon after expired. Thus fell a man, after a series of transcendent and heroic services, whose name will be immortal, whose memory will be ever dear to the British nation, and whose zeal for the honour of his king, and the interests of his country, will be held up as a shining example for British seamen. Those gallant officers, Capts. Duff, of the *Mars*, and Cooke, of the *Bellerophon*, were likewise amongst the slain. The order in which the British squadron attacked the combined fleets was as follows:—The ships which composed the van were the *Victory*, 100, Vice-Adm. Viscount Nelson, Capt. T. M. Hardy; *Temeraire*, 98, " *Harvey*; *Neptune*, 98, T. Fremantle; *Conqueror*, 74, J. Pellew;

J. Pellew; *Leviathan*, 74, H. W. Bayntun; *Ajax*, 74, Lieut. J. Pilfold (acting); *Orion*, 74, Edward Codrington; *Agamemnon*, 64, Sir E. Berry; *Minotaur*, 74, C. J. M. Mansfield; *Spartiate*, 74, Sir F. Laforey, baronet; *Britannia*, 100, Rear-Adm. Earl of Northesk, Capt. C. Bullen; *Africa*, 64, Henry Digby. The frigates, &c. were the *Euryalus*, 36, Hon. H. Blackwood; *Sirius*, 86, W. Prowse; *Phoebe*, 36, Hon. T. B. Capel; *Naiad*, 38, T. Dundas; *Pickle* (sch.), 10, Lieut. J. R. Lapenotiere; *Entreprenante*, (cut.), Lieut. John Puer. The rear was composed of the *Royal Sovereign*, 100, Vice-Adm. Collingwood, Capt. E. Rotherham; *Mars*, 74, G. Duff; *Belleisle*, 74, W. Hargood; *Tonnant*, 80, C. Tyler; *Bellerophon*, 74, J. Cooke; *Colossus*, 74, J. N. Morris; *Achille*, 74, R. King; *Polyphemus*, 64, R. Redmill; *Revenge*, 74, R. Moorsom; *Swiftsure*, 74, W. G. Rutherford; *Defence*, 74, G. Hope; *Thunderer*, 74, Lieut. J. Stockham (acting); *Defiance*, 74, P. C. Durham; *Prince*, 98, R. Grindall; *Dreadnought*, 98, J. Conn.

Adm. Collingwood issued a general order for a thanksgiving day on account of this glorious victory.

The weather became so boisterous on the 22d and 23d, two days after the battle, as exposed the fleet to great danger; many of the prizes (thirteen or fourteen in number) broke the tow-rope, and drifted far to leeward before they were got hold of again; and some of them drifted upon the shore and sunk. Lord Collingwood in these circumstances determined to destroy all the captured ships that could be cleared of the men, considering that keeping possession of them was a matter of little consequence, compared with the chance of their falling again into the enemy's hands. This was accordingly effected. Four ships only of the many captured were brought into port. There were 4000 troops embarked, under the command of Gen. Contamin, who was taken, with Adm. Villeneuve, in the *Bucentaure*.

On the return of *Gravina* to Cadiz, he was immediately ordered to sea again, and came out, which made it necessary for Adm. Collingwood to form a line, to cover the disabled hulls; but blowing hard at night, *Gravina's* ship, the *Prince of Asturias*, was dismasted, and he returned into port.

The ruin of the combined fleet was as complete as could be expected, under the circumstances of fighting them close to their own shore. Nineteen sail of the line were taken or destroyed; and of those which got into port, not more than four were in a repairable state.

The loss on board the *Victory*, the lamented Nelson's flag-ship, was more severe than that of any other ship, shewing it to have been indeed the post of danger. Lord Collingwood's ship was the next greatest sufferer. The total loss of the English in this dreadful battle was:—officers 36 k. 98 w.—seamen, &c. 387 k. 1050 w., making 423 k. and 1154 w.—Total 1567. The number of killed, wounded, and drowned of the combined fleets is not known, but must have been immense.

Abstract, shewing how the combined fleet was disposed of:—Sent to Gibraltar 4; destroyed 15; in Cadiz, wrecks 6; ditto, servicable 4; escaped 4. Total 33.

The names and rank of the flag-officers of the combined fleets were as follows:—Adm. Villeneuve, commander-in-chief, *Bucentaure*; taken; Adm. Don Frederico *Gravina*, *Principe de Asturias*, escaped.

escaped into Cadiz, wounded in the arm; Vice-Adm. Don Ignatie Maria D'Aliva, Santa Ana, wounded severely in the head, taken, but was driven into Cadiz; Rear-Adm. Don Baltazar Hidalgo Cisneros, Santissima Trinidad, taken; Rear-Adm. Magon, Algeziras, killed; Rear-Adm. Dumanoir, Formidable, escaped.

Amid the general effusion of joy at this great event, there was a deepfelt sorrow at the loss of the ever-to-be-lamented and illustrious commander, Lord Viscount Nelson, the pride of his country, the terror of his enemies, the admiration of Europe, whose patriotic virtues have endeared his memory to the present, and will immortalize his name to succeeding ages. Great, however, is the consolation derived from contemplating the long list of naval veterans who shared in his triumphs, survived his fall, and emulated his fame. This justly-merited tribute of applause is particularly paid to Vice-Adm. Collingwood, who so nobly completed the great work of his beloved friend, and whose subsequent skill and conduct so fully justified the encomiums of the dying chief.

TRIESTE. This town was taken on October 12, 1813; and the citadel surrendered on the 29th to the Austrian army, under the command of Gen. Count Nugent; and the British squadron under that of Rear-Adm. Fremantle, consisting of the *Millford*, 74, Rear-Adm. Fremantle; *Eagle*, 74, Charles Rowley; *Elizabeth*, 74, W. Stephens; *Tremendous*, 74, R. Campbell; *Wizard*, 16, F. Moresby.

The rapidity of the combined movements had prevented the general from bringing a battering train, after defeating the Viceroy Beauharnois, to the siege of Trieste. Adm. Fremantle, who was already there with his marines, had the guns of the ships landed, and the batteries were begun. Trieste was taken on the 12th, and the posts were pushed on that side close to the ramparts. On the 16th two 6-gun batteries opened their fire; and in the evening the windmill, a strong round tower, was occupied. The firing was continued until noon, on the 23d, when the enemy in the Suanza, which commanded the castle and windmill-hill, held out the white flag, and surrendered to Capt. Rowley. Three batteries for eighteen and thirty-two pounders were immediately begun, and on the 29th were completed, when the castle surrendered. It was garrisoned by 800 Frenchmen, mounted 45 guns, 4 mortars, and 4 howitzers. Capt. Moresby, of the *Wizard*, commanded one of the batteries from the 16th until the 24th, when he was directed to form a battery with four 32-pounders, which he did with seventy men in the course of fifty-six hours, notwithstanding the badness of the weather, and other disadvantages. The squadron had 10 k. and 35 w. The fall of this place dispossessed the enemy of the coast from Dalmatia to the top of the Adriatic.

TRINCOMALE. July 21, 1795, Com. Rainier, and Col. J. Stuart, sailed with a body of forces from Madras, to secure the port of Trincomale, in the island of Ceylon. At the same time Capt. Pakenham, in the *Resistance*, 44, was sent with a party of European and native troops to assist at the reduction of Malacca. On August 1, the squadron anchored in Back Bay; on the preceding day Com. Rainier was joined by the *Heroine*, Capt. Gardner, from Colombo. Near two days were spent in remonstrances with the commandant of Trincomale, who, on receiving notice from Lord Hobart, governor of Madras, of the object of the expedition, had agreed to admit 300 British troops to garrison Fort Osterberg;

Ostenberg; this he now refused to accede to, on pretence of informality. To facilitate the landing of the troops, the transports were ordered to move near shore; in doing which, the *Diomedé*, with a transport in tow, struck so violently upon a sunken rock, that she foundered almost before her crew could be taken out. From the high surf, it was ten days before all the troops and stores could be landed. On the 18th they began their march; on the 23d the batteries were completed, and a practicable breach was made on the noon of the 24th. The garrison was then summoned to surrender, but, demanding terms altogether inadmissible, preparations were made for storming, when the Dutch commandant thought proper to exhibit a flag of truce, and accede to the proposed conditions. Fort Ostenberg held out till the 31st, when it surrendered on the same terms as those granted to Trincomalé.

TRINIDAD, in the West Indies (S.), surrendered on capitulation to the British forces, under Lieut.-Gen. Sir R. Abercromby, K. B., and Rear-Adm. H. Harvey, February 18, 1797. The squadron which shared in this conquest consisted of the *Prince of Wales*, 98, Rear-Adm. H. Harvey, Capt. J. Harvey; *Invincible*, 74, W. Cayley; *Alfred*, 74, T. Totty; *Bellona*, 74, G. Wilson; *Vengeance*, 74, T. M. Russel; *Scipio*, 64, C. S. Davers; *Dicator*, 64; *Alarm*, 32, E. Fellowes; *Arethusa*, 38, T. Wolley; *Favourite*, (slp.) 16, J. A. Wood; *Pelican*, (slp.) 18, —; *Zephyr*, (slp.) 14, R. Laurie; *Terror* (bomb), 8, Joseph West-beach; *Thorn*, (slp.) 16, J. Hamstead; *La Victorieuse*, 12, E. S. Dickson; *Ulysses* (armed transport), 44, Lieut.-Gen. Lem-priere; *Zebra*, (slp.) 16, —; and *Bittern*, (slp.) 16, T. Lavie.

TROLLOPE, Adm. Sir Henry, K. C. B., was born at Norwich; was made post in 1781, and appointed to the *Rainbow* of 44 guns. On September 4 this ship fell in with and captured, off the Isle of Bas, *La Hebe*, of 40 guns and 360 men, commanded by Monsieur De Vigny, who was slightly wounded; the *Hebe's* second captain, and 4 men, were killed, and several wounded; but the *Rainbow* lost only 1 man. In 1795 Capt. Trollope was appointed to the *Glatton*, of 54 guns; and on July 16, 1796, being off Helvoet, he fell in with a French squadron, consisting of six frigates, a brig, and a cutter. The astonishing bravery and skill with which Capt. Trollope engaged this immense superiority of force, has never been surpassed: in twenty minutes he made them sheer off, and had only 2 men wounded. For this distinguished action, Capt. Trollope had conferred upon him the honour of knighthood, and the merchants of London presented him with a piece of plate. Sir Henry afterwards commanded the *Russel*, 74, in the glorious battle off Camperdown; and on October 30, when his Majesty embarked at Greenwich, to visit his fleet at the Nore, under Adm. Duncan, the *Royal Charlotte* yacht was steered by Sir Henry. In 1801 he was promoted to the rank of rear-admiral; and in 1805 was advanced to that of vice-admiral; he became a full admiral August 12, 1812; and was nominated a K. C. B. May 20, 1820. See HOME STATION, July 15, 1796, and CAMPERDOWN.

TROUBRIDGE, Capt. Sir Edward Thomas, bart. See NEW ORLEANS.

TROUBRIDGE, Adm. Sir Thomas, bart., entered the sea service as midshipman, on board the *Seahorse*, Capt. Farmer, with whom he proceeded to India in 1773. On January 1, 1783, he was made post in the *Active* frigate, of 32 guns. Capt. Troubridge distinguished

distinguished himself in the action of February 14, 1797, in the Culloden, of 74 guns; commanded the seamen and marines in the unfortunate attack upon Teneriffe; was at the battle of the Nile, but his ship having grounded, in standing in for the van of the enemy's line, he was precluded from an active share in that memorable day. He was afterwards actively employed on the coast of Italy; commanded a detachment of seamen and marines to dispossess the French of the castle of St. Elmo, which capitulated after a siege of nine days, and lastly took possession of the Roman territory. For these and former services he was presented with the Sicilian Order of St. Ferdinand and of Merit; and on November 23, in the same year (1799), he was created a baronet of Great Britain. On April 23, he was promoted to the rank of rear-admiral of the blue; in 1800 was appointed captain of the Channel fleet, under Earl St. Vincent; and a few months afterwards one of the Lords of the Admiralty. In April 1805 he was appointed to the command of the *Blenheim*, in which he sailed, to take the command in the Indian seas, to the eastward of Point du Galle, in the island of Ceylon. On November 9, he was made rear-admiral of the white. In 1806 he was appointed commander-in-chief at the Cape of Good Hope.

The only intelligence deserving of notice, that has been received respecting Sir Thomas Troubridge since this period, was a letter from an officer on board the *Harrier* sloop, dated Table Bay, March 13, 1807. It stated that "the *Harrier* lost sight of the *Blenheim* and *Java*, on the afternoon of March 1, during a hard gale, off the *Mauritius*. The night was dreadful beyond description; it blew a perfect hurricane, with a most tremendous sea. The *Blenheim* was in a very decayed state, and was particularly bad in her hull; the *Java* was badly manned, and extremely crank. The principal hope is, that they have got into some harbour in the island of Madagascar." This hope has long since completely vanished; and we can only deplore the untimely fate of a commander, who, for skill, bravery, and every seaman's virtue, has not certainly left his superior. The voice, however, of the departed Nelson yet lives to eulogize his friend, the partner of his perils and of his glories! That illustrious man, in a letter to Earl St. Vincent, dated June 15, 1798, says—"Troubridge possesses my full confidence, and has been my honoured acquaintance of twenty-five years standing." In another, dated August 10, after the battle of the Nile, in a moment of depression, he thus writes—"Although I keep on, yet I feel that I must soon leave my situation up the Mediterranean to Troubridge; *than whom we both know no person is more equal to the task.* I should have sunk under the fatigue of refitting the squadron, but for him, Ball, Hood, and Hallowell; not but that all have done well, but these are my supporters." In another he says—"Dear Troubridge, whom we went to visit yesterday, is better than I expected; the active business, and the scolding he is obliged to be continually at, does him good. I am not surprised that you wish him near you; but I trust you will not take him from me. I well know he is my superior; and I so often want his advice and assistance." See ST. VINCENT, TENERIFFE, and NILE.

TUCKER, Capt. Sir Edward, K. C. B. See AMBOYNA, and TERNATE.

TUCKER, Capt. Thomas T. See AMERICA STATIONS, March 28, 1814.

TURNOR,

TURNOR, Capt. John, was born about the year 1759, was the third son of John Turnor esq., of Crûgmawr, in the county of Cardigan. In 1778 he entered as a midshipman in the royal navy on board of the *Fame*, Capt. Colby; in July sailed to America, and from thence to the West Indies. He was in the action with *D'Estaing*, off St. George's Bay, Grenada, on July 6, 1779, in which the *Fame*, who had several of the enemy upon her at once, was disabled in forty minutes, having 4 k. and 9 w. On his return to England he went on board the *Preston*, Capt. Grame, and was in Sir Hyde Parker's memorable action with the Dutch Adm. Zoutman, on the *Dogger Bank*, on August 5, 1781. On November 22, 1790, he was made lieutenant; in August 1793 he was at the surrender of Toulon, and the last who quitted the shore on its evacuation. He was on board the *Glory*, Capt. John Elphinstone, on June 1, 1794, when that ship dismasted two of the enemy, compelled another to strike, and had 13 men k. and 39 w. In 1795 he was present at the capture of the *Cape of Good Hope*, after which Adm. Elphinstone advanced him to the rank of master and commander in the *Star*; from the *Star* he was removed into the *Echo*, of 16 guns, and ordered to proceed, with a small squadron under the command of Capt. A. H. Gardner, to the reduction of Colombo, on the island of Ceylon. His share of prize money, resulting from the capture of that settlement, amounted to upwards of £12,000. He was at the capture of the Dutch squadron, commanded by Adm. Lucas, in Saldanha Bay, on August 17, 1796; and he was doubly fortunate, for, in addition to the prize money, Adm. Elphinstone promoted him to the rank of post captain in the *Tromp*, of 54 guns, one of the captured ships. Soon after this he was ordered to the East Indies in the *Trident*, and being off Prince of Wales's Island, he died in the forty-second year of his age, on the morning of January 2, 1801.

TYLER, Adm. Sir Charles, K. C. B., was promoted to post rank September 21, 1790. In February 1793, he was appointed to the *Meleager* frigate, of 32 guns, and served in that ship at Toulon and at the reduction of Corsica. In August 1794, Capt. Tyler was removed into the *Diadem*, of 64 guns, which ship formed part of Vice-Adm. Hotham's fleet at the capture of the *Ca Ira*, of 80, and *Censeur*, of 74 guns, on March 14, 1795. In April 1796 he was appointed to *L'Aigle*, of 36 guns, in which he captured several of the enemy's privateers; but in 1798, when conveying despatches to Sir Horatio Nelson, was wrecked on the isle *Piana*, near the western point of Tunis Bay, and on that occasion had to sustain many privations and serious hardships. On March 17, 1799, Capt. Tyler superseded Capt. H. Savage in the command of the *Warrior*, 74, the latter having been promoted to the rank of rear-admiral. In August he returned to England, and served with the Channel fleet until the spring of 1801, at which period the *Warrior* was placed under the orders of Sir Hyde Parker, and accompanied that officer on an expedition to the Baltic, where she continued until July. During the remainder of the war, Capt. Tyler was engaged in the blockade of Cadiz. In January 1802 he was despatched with a squadron, under his orders, from Gibraltar to the West Indies, to watch the motions of an armament which had sailed from France after the suspension of hostilities. He returned from thence in July, and the *Warrior* was put out of commission. Capt. Tyler's next appointment afloat was, in February 1805, to the *Tonnant*, of

80 guns, which ship formed part of the fleet under Lord Nelson in the glorious battle off Cape Trafalgar, October 21; on that occasion she had 26 men killed and 50, including her commander, wounded. For his distinguished conduct on that day, Capt. Tyler, in common with his brother-officers, received a gold medal, and the thanks of both Houses of Parliament. He was promoted to the rank of rear-admiral, April 28, 1808, and shortly after hoisted his flag as second in command at Portsmouth. He served with his flag in the *Barfleur*, 93, under Sir Charles Cotton, off the Tagus, and was present at the surrender of the Russian Adm. Seniavin, September 3 in that year, part of whose fleet he escorted from Lisbon to Spithead, where they arrived in October. In the autumn of 1812, Rear-Adm. Tyler was appointed commander-in-chief at the Cape of Good Hope, and in October proceeded thither with his flag in the *Semiramis*, of 36 guns: he remained on that station until 1815. He was advanced to the rank of vice-admiral December 4, 1813; nominated a K. C. B. January 2, 1815; and attained the rank of full admiral May 27, 1825.

V.

VIGO. This town having been besieged by the Spaniards, and two British frigates, viz. the *Venus*, 32, Capt. Crawford; and *Lively*, 38, Capt. G. McKinley, capitulated on March 27, 1809, and the French garrison, consisting of thirteen or fourteen hundred men, were made prisoners of war, and embarked for England.

VINCENT, Capt. Richard B., C. B. See MEDITERRANEAN STATION, February 3, 1805.

VIRGIN ISLANDS. The Virgin Islands appertaining to the Danish and Swedish governments, with the island of St. Martins, which belonged jointly to the French and Dutch, were summoned, in March 1801, to surrender to the military and naval forces under the respective commands of Lieut.-Gen. Thomas Trigge and Rear-Adm. J. T. Duckworth. *St. Bartholomew* (*Swedish*) surrendered immediately on being summoned, in the morning of March 20. *St. Martin* capitulated in the night of March 24. The islands of *St. Thomas* and *St. John*, with their dependencies, (*Dan.*) surrendered in the afternoon of March 28; and the island of *St. Croix*, or *Santa Cruz*, (*Dan.*) in the afternoon of the 31st. The naval force consisted of the *Leviathan*, 74, Rear-Adm. J. T. Duckworth, Capt. E. D. King; *Amphitrite*, 28, C. Atkins; *Andromeda*, 32, J. Bradby; *Alexandria* (tender), 6; *Coromandel*, (A. T.) 24, T. Mortimer; *L'Eclair*, (sch.) 3; *Fanny*, (hd. lug.) 16, Lieut. W. Frissell; *Hawke*, (slp.) 16, J. M. Garnier; *Hornet*, (slp.) 16, J. Nash; *Proselyte*, 32, G. Fowke; and *Unité*, 38, T. Harvey. See *ST. MARTIN'S*, *ST. BARTHOLOMEW*, *ST. THOMAS*, *ST. JOHN*, and *ST. CROIX*.

W.

WALCHEREN. An expedition which had been a long time preparing against Holland, at length sailed from the Downs on July 28, 1809. The Earl of Chatham was commander-in-chief of the land, and Rear-Adm. Sir Richard Strachan of the naval forces. The squadron consisted of thirty-six sail of the line, nineteen forty-two sloop of war, four bombs, twenty-seven gun-brigs,

brigs, and seven schooners and store-ships. It arrived on the evening of the 28th in the Stone Deep, and on the 29th and 30th it was brought, by the skilful exertions of Sir H. Popham, of the Sabina, through the narrow and intricate navigation of the entrance to the channel of the Roompot, to an anchorage off the Veere Gat. On the same day the landing of the troops was effected without opposition on the island of Walcheren. The army under Sir John Hope, on board a division of the fleet under Sir Richard Keats, disembarked at South Beveland, on August 1, when the whole island was taken possession of. The enemy's ships were all above Lillo, and those most advanced as high up as Antwerp. On July 31, Middleburg capitulated to a division of the army, under Lieut.-Gen. Sir Eyre Coote. On August 1, the fortress of Veer surrendered, the garrison of which amounted to 519 men, to Lieut.-Gen. Frazer; as did the fort of Ramakins, on August 3, to the same general. Flushing was thus completely invested. The important post of Bathz was evacuated, which opened a communication between South Beveland and Walcheren.

The batteries before Flushing being completed on the 13th, and the frigates, bombs, and gun-vessels having at the same time taken their stations, under Capts. Cockburn and Owen, a fire was opened at about half-past one *p. m.*, from fifty-two pieces of heavy ordnance, which was vigorously returned by the enemy. An additional battery of six guns was completed the same night, and the whole continued to play upon the town, with little or no intermission till late on the following day. About ten o'clock in the morning of the 14th, the line-of-battle ships, led by Rear-Adm. Sir R. Strachan, commenced and kept up a tremendous cannonade on the town for several hours, with great effect. The fire of the enemy towards the evening had considerably abated; the town was on fire in almost every quarter, and presented a most awful scene of destruction. A summons was sent to the commander of the garrison, Gen. Monnet, who returned for answer, that he would reply to it as soon as he had consulted a council of war, an hour having been allowed him for the purpose; but no answer being received, hostilities were recommenced with the utmost vigour, and continued without intermission until two o'clock of the morning of the 15th, when the enemy demanded a suspension of arms for forty-eight hours, which being refused, and only two hours granted, he agreed to surrender according to the summons sent in, on the basis of the garrison becoming prisoners of war; they amounted to 5803. The killed, wounded, and missing of the army, from the 8th instant to the surrender of Flushing, on the morning of the 15th inclusive, amounted to 137. The squadron had 11 k. and 65 w. On the same day the towns of Zeirikzee and Browershaven, with the islands of Schowen and Duiveland, surrendered to the forces under Lieut.-Gen. Earl Rosslyn, and Rear-Adm. Sir Richard Keats.

The enemy's forces having been increased so as to be very formidable, amounting to not less than 35,000, and sickness prevailing in the British army, the number upon the list being little short of 3000 men on August 29, and the objects of the expedition deemed unattainable, the general-in-chief, supported by the lieutenant-generals of the army, came to a determination to close his operations, to withdraw gradually from the advanced position in South Beveland, to send such an additional force into Walcheren

as might secure that important possession, and to embark the remainder of the troops.

After destroying the basin, arsenal, and sea-defences of Flushing, which was done under the directions of Capt. G. Moore, the army, with the exception of the rear-guard, was embarked on the afternoon of December 9, 1809. On the 23d the rear-guard was embarked, and the whole were under weigh for Sheerness.

WALKER, Rear-Adm. James, C. B. See CAMPERDOWN; COPENHAGEN; LEEWARD ISLAND STATION, June 24, and September 4, 1803; and NEW ORLEANS.

WALKER, Lieut. William, in 1795, commanded the *Rose* hired cutter, of eight 4-pounders; and on September 28, being on his passage from Leghorn to Bastia, in Corsica, with Mr. Mason, king's messenger, and £10,000 in specie on board, at half-past four *a. m.* fell in with three republican lateen-rigged privateers, which had sailed for the purpose of intercepting him. He promptly bore up for the largest, which was also the leewardmost, and with the *Rose's* bowsprit carried away his mizenmast, and raked him in passing; he then ranged a-head, and in tacking, the enemy attempted to board, but was repulsed with great loss. The cutter's boom carried away his foreyard, and a second broadside set fire to his foresail and mizen; then took a position under his stern, and soon compelled him to surrender. He now made sail after the nearest of the two others, and by a well-directed broadside, between wind and water, sent the second to the bottom: the third rowed directly to windward, and effected her escape. His prize mounted one brass long 6-pounder, and four 1-pound swivels in her bow, and twelve brass blunderbusses, or musketoons, on her sides, and had on board, exclusive of 13 killed, 29 men. The privateer that was sunk had on board 56, and the one that got away 48 men, making a total of 146. The *Rose* had only 14 men on board, neither of which was hurt by the enemy; but although her gallant little crew escaped so surprisingly, her hull was struck with shot in every direction, mast and boom badly wounded, and her sails much injured. Soon after his arrival at Bastia with his prize, Lieut. Walker, for his very gallant behaviour, received a flattering letter from Sir Gilbert Elliot, Viceroy of Corsica, as well as from Adm. Hotham, the commander-in-chief on that station.

WALLER, Capt. John. See TENERIFFE.

WALLIS, Capt. James. See HOME STATION, February 1, 1793.

WARREN, Capt. Frederick. See HOME STATION, May 23, 1809.

WARREN, Adm. Right Hon. Sir John Borlase, baronet, G. C. B. was descended from an ancient family. Contrary to the wishes of his relations, he entered into the navy, on board the *Alderney* sloop of war, and afterwards the *Marlborough*: he continued in them nearly three or four years; and then, at the request of his friends, went to Emanuel College, where having taken the degree of Master of Arts, he made a tour on the Continent; on his return, he became a member of parliament. In the year 1777 he embarked in the *Venus* frigate; was afterwards appointed a lieutenant of the *Nonsuch*, 64 guns; and was in the fleet when Lord Howe was opposed to D'Estaing. He was made post captain in 1781, and was soon appointed to the *Ariadne*, of 20 guns. He distinguished himself, by his persevering zeal and activity, both as
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a captain and commodore of a squadron, against the cruisers and trade of the enemy on the coast of France. His first engagement was with *L'Aigle*, of 44 guns and 400 men, which continued for fifty minutes, when the Frenchman hauled his wind from the *Ariadne*, and by superior sailing reached St. Maloes in safety. In short, Sir John displayed great skill and bravery in several subsequent actions. On May 30, 1794, he was created a knight of the most honourable military Order of the Bath; and in 1799 he was promoted to the rank of rear-admiral; in 1802 he was appointed ambassador to the court of St. Petersburg; in 1805 he attained the rank of vice-admiral; and on July 31, 1810, that of full admiral. He died in 1823. See HOME STATION, April 23, 1794, March 20, 1796, October 12, 13, and 18, 1798, July 1, 1800; CAPE OF GOOD HOPE and EAST INDIA STATIONS, March 13, 1806; FERROL; and AMERICAN STATIONS, April 28, 1813.

WEIR, Capt. Henry. See BALTIC STATION, July 6 and 7, 1812.

WELLS, Adm. Sir John, K. C. B. See CAMPERDOWN.

WELLS, Capt. T. See HOME STATION, April 23, 1794.

WESTCOTT, Capt., G. B. See NILE.

WHINYATES, Capt. Thomas. See AMERICAN STATIONS, October 18, 1812.

WHITBY, Capt. Henry, the youngest son of the Rev. Thomas Whitby, was born on July 21, 1781, at Creswell Hall, his father's seat, in the county of Stafford. He was related to the late Earl St. Vincent. He went to sea towards the close of the year 1794, or early in 1795, as midshipman on board the *Excellent*, the Hon. Rear-Adm. Cornwallis, whose flag captain, though a very young man, was his brother, Capt. John Whitby. While a youngster in the admiral's ship, he so conducted himself, as to gain the approbation and favour of that officer. At the time of his celebrated retreat on June 17, 1795, young Whitby was confined to his hammock with the measles; but no sooner did he learn that some sharp fighting was expected, than he jumped up, and declared that whatever might be the consequence, he would stand by his gun, and share the dangers and credit of the day, from which he was prevented by positive orders. On June 4, 1799, he was made lieutenant; and on August 1, he was as much concerned in the ever-memorable engagement off Aboukir, as any person in a frigate could well be. In 1801, he was appointed to the *Leviathan*, Rear-Adm. Duckworth, then commanding on the Jamaica station, by whom he was made commander and post captain of the *Proselyte* frigate. That ship being lost on a reef of sunken rocks, and becoming known to the Admiralty, previously to their confirmation of his rank as post captain, he was put back again into the *Leviathan* as lieutenant. At length he was made commander, and appointed to the *Pelican*, in which ship, unaided, he carried on the blockade of Aux Cayes with such unremitting diligence and activity, as to reduce the inhabitants to a state of famine, and to terms of almost unconditional surrender. On February 6, he was made post. In 1805 we find him at Halifax, in North America, commanding the *Leander*, of 50 guns. In April 1806, being off Sandy Hook, as senior officer of a squadron, consisting of the *Leander*, *Cambrian*, and *Driver* sloop of war, with instructions to examine all vessels, a man on board one of the American coasters was said to be killed by a shot from the *Leander*, as about that time the squadron were firing, to bring to some homeward-bound American merchantmen, which,

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fearing the result of a search, obstinately persisted in their course. An uproar of the most violent kind ensued in America; they demanded Capt. Whitby from our government, to try him by their own laws: it was finally resolved that he should be tried by a court-martial, for the wilful murder of this man, John Pierce, for a violation of the rights of a neutral state, in amity with Great Britain. Accordingly on April 16, 1807, he was tried at Portsmouth and acquitted. The president, Adm. Montague, returned him his sword, with his full assurance, "that it had never been stained in his hands." To sooth the Americans, however, he was refused employment. In November 1803, Capt. Whitby obtained intelligence, from a most authentic source, that the man, John Pierce, for whose murder he had been tried, and though acquitted, had been kept unemployed, had not been killed by a shot from the *Leander*, or from any one of the squadron then acting under his orders. He communicated this intelligence to the first lord of the Admiralty, and, through the secretary of state, to the American minister, resident in London. By him it was admitted, that no objection any longer existed to the *ci-devant* captain of the *Leander* being brought into active service against the enemies of his country. In February 1809, he, therefore, received a commission for the *Cerberus*, of 32 guns; and in this ship, in company with Capt. Hoste of the *Amphion*, he put the seal to his naval fame in the action off the island of Lissa. On his arrival in England, he was presented by the first lord of the Admiralty with a gold medal and riband, and promised the *Briton*, a new frigate, shortly to be launched. In April 1812, he attended the launch at Chatham, and commissioned her a few days after. Scarcely had he performed this business, which he regarded as leading to an accession of glory, when he was arrested by a painful disease, to which he had been long occasionally subject; and on May 5 he died, in the thirty-first year of his age. See *Lissa*.

WHITE, Capt. John Chambers, was made a commander in the Sylph sloop of war in 1795, and post captain on August 2, 1799. Capt. White commanded the *Foudroyant*, of 80 guns, bearing the flag of Sir J. B. Warren, in company with the *London*, 98, and *Amazon*, 38, at the capture of the *Marengo*, 80, Adm. Lincoln, and the *Belle Poule* frigate, of 40 guns, March 13, 1806. He subsequently commanded the *Hibernia* and *Centaur*. On May 27, 1825, he was appointed to the command of the *Royal Charlotte* yacht. See *HOME STATION*, May 12, 1796, and July 27, 1797.

WHITSHED, Adm. Sir James Hawkins, K. C. B., the son of a clergyman, and born in Ireland, first went to sea in 1773. He was at the capture of the Caraccas fleet, and that of Langara. In February 1780, he was made a commander, and followed Sir G. B. Rodney's squadron to the West Indies, where, on April 18 following, he was promoted to post rank in the *Deal Castle*. On February 14, 1797, Capt. Whitshed commanded the *Namur*, a second-rate, and participated in the glorious victory off Cape St. Vincent; and, in common with the rest of the officers of the squadron, received the thanks of Parliament, and was presented with a gold medal for his services on that memorable day. He was promoted to the rank of rear-admiral February 14, 1799; advanced to that of vice-admiral April 23, 1804; he attained the rank of full admiral July 31, 1810; and was nominated a K. C. B. January 2, 1815. See *ST. VINCENT*, battle off Cape.

WILLIAMS, Vice-Adm. Sir Thomas, K. C. B., was made a
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post captain November 22, 1790, and about the close of 1792, appointed to the *Lizard*, of 28 guns, on the home station, which ship he quitted in June 1794. His next appointment was to the *Unicorn*, of 32 guns, in July 1795; and on the 28th of the following month he captured the *Comet* Dutch brig of war, of 18 guns. On June 8, 1796, he captured *La Tribune* French frigate, of 44 guns and 337 men, of whom 37 were k. and 15 w. Capt. Williams soon after received the honour of knighthood. On January 7, 1797, Sir Thomas assisted at the capture of *La Ville de L'Orient* French frigate, armed *en flûte*; and in the month of June following, was appointed to the *Endymion*, of 44 guns. In the spring of 1798, he commanded a squadron of frigates, stationed at the entrance of St. George's Channel; and in June co-operated with the troops in their attack upon Wexford. The *Endymion* was afterwards employed on various services, and captured several of the enemy's privateers and armed vessels, which are named in the list of captures. He quitted that ship in January 1801; and in March was appointed to the *Vanguard*, 74, and sent to reinforce the Baltic fleet, from whence he returned in the autumn, and proceeded to the blockade of Cadiz, on which service he remained until the termination of hostilities. In May 1804, Sir Thomas was appointed to the *Neptune*, of 98 guns, belonging to the Channel fleet, which ship he quitted in the following May. About the end of 1805, he was appointed to a district of sea fencibles, from which he was removed into the *Neptune* about June 1807. In 1808 he accompanied Sir J. T. Duckworth to the West Indies; and on April 28, was appointed to a colonelcy of royal marines. He was promoted to the rank of rear-admiral October 25, 1809. In September 1810, Sir Thomas hoisted his flag in the *Hannibal*, 74, and proceeded to Basque Roads, and from thence to Lisbon, &c. In October 1811, he was appointed commander-in-chief at the Nore, and hoisted his flag on board the *Namur*, 74, where he remained during a period of three years. He was advanced to the rank of vice-admiral June 4, 1814, and nominated a K. C. B. January 2, 1815. See HOME STATION, June 8, 1796.

WODEHOUSE, Rear-Adm. Hon. Philip, commanded the *Cumberland*, 74, at the destruction of two French line-of-battle ships near Frontignan, and the capture of a fleet of transports in Rosas Bay, in October 1809. He was afterwards appointed resident commissioner at Halifax, where he remained until promoted to the rank of rear-admiral, August 12, 1819. See MEDITERRANEAN STATION, October 23, 1809.

WOLLEY, Vice-Adm. Thomas, was promoted to post rank December 19, 1793. He commanded the *Arethusa* frigate, of 38 guns, at the reduction of St. Lucia, by the British forces, under the command of Gen. Sir R. Abercromby, and Rear-Adm. Sir H. C. Christian, in May 1796; and was afterwards despatched to co-operate with that general in quelling the insurrections in the islands of St. Vincent and Grenada. The *Arethusa* also composed part of the squadron under Rear-Adm. Harvey, in co-operation with Gen. Abercromby, at the conquest of Trinidad, in February 1797. On August 10, returning from the West Indies, he captured the *Gaïete* French corvette, of 20 guns and 186 men. The *Arethusa* was subsequently employed on various services, and captured several of the enemy's privateers. Capt. Wolley was pro-

moted to the rank of rear-admiral August 1, 1811; and advanced to that of vice-admiral August 12, 1819.

WOLSELEY, Adm. William, was made a post captain September 14, 1782. Capt. Wolseley commanded *L'Imperieuse*, of 40 guns, and particularly distinguished himself at the reduction of St. Fiorenzo, Bastia, and Calvi. He was promoted to the rank of rear-admiral April 23, 1804, advanced to that of vice-admiral October 25, 1809, and attained the rank of a full admiral August 12, 1819. See *CORSICA*.

WOOD, Rear-Adm. Sir James Athol, C. B., third son of Mr. Alexander Wood, of Perth, in North Britain, was born in the year 1760. In 1776 he served on shore, at the defence of Quebec, with a party of seamen; and in 1778 he went out as an acting lieutenant in Adm. Byron's flag-ship, the *Princess Royal*. He was afterwards placed in the *Renown*, Capt. Dawson, as first lieutenant, and after continuing about two years on the coast of America, during which he was engaged in a great variety of service, he returned to England. He was second lieutenant on board the *Anson*, on the glorious 12th of April 1782, and became first, in consequence of his friend Capt. Blair, who commanded that ship, being killed. He was in the *Boyne*, Adm. Sir John Jervis, 1794, at the capture of Martinique; afterwards sailed with the cartel ships, having prisoners on board, and unfortunately arrived at St. Maloes during the sanguinary government of Robespierre. The ships were seized, and Lieut. Wood thrown into prison. A considerable period elapsed before he obtained his liberty; and soon after his arrival in England he was made master and commander, appointed to the *Favourite* sloop of war, and sent to the West Indies: there, by his active and zealous exertions in the destruction of French cruisers and privateers, he rendered most important service to our trade. He suggested to Adm. Harvey, and Sir Ralph Abercromby, the easy conquest of the important settlement of Trinidad; and after its capture, in which he participated, Adm. Harvey promoted him to the command of the *San Damaso*, of 74 guns. His post commission was confirmed by the Admiralty March 27, 1797. On returning to England he was appointed to the *Garland* frigate, then employed at the Cape of Good Hope, under Adm. Christian. Having reached that settlement, he was sent upon a cruise off the islands of Mauritius and Bourbon; and so high an opinion did Sir H. Christian entertain of his abilities, as a seaman and navigator, that he placed his own son and several other young gentlemen under his immediate care in the *Garland*. He was afterwards shipwrecked on the coast of Madagascar; but the crew were saved, and after remaining on the island five or six months, were relieved from their unpleasant situation, by the arrival of an English ship, sent by Adm. Christian to obtain information respecting the fate of the *Garland*. On Capt. Wood's return to England he was appointed to the *Acasta* frigate, and joined Adm. Cornwallis, off Brest. After two years arduous service on this station, he went to the West Indies. In the expedition against Curaçoa, which surrendered January 1, 1807, Capt. Wood was second in command, and next in seniority to Capt. Brisbane. They were each presented with a gold medal upon the occasion, and also received the honours of knighthood. Capt. Sir James A. Wood was afterwards employed in blockading the *Danish Islands*, which surrendered in December 1807. He was afterwards

wards employed in the *Captain*, of 74 guns, at the blockade and capture of Martinique, in February 1809; soon after which he was removed into the *Neptune*, of 96 guns, and returned to England. About the month of November 1809, he again proceeded to the West Indies, where he continued actively employed until the summer of 1816.

WOOLDRIDGE, Capt. James. See BASQUE ROADS.

WOOLSEY, Capt. William. See JAMAICA STATION, April 15, 1805.

WRIGHT, Capt. John, was born at Cork, in Ireland. His father was Capt. James Wright, paymaster of the sixth royal veteran battalion. In 1794 Mr. Wright served as midshipman and secretary in the *Diamond*, of 35 guns, Capt. Sir Sidney Smith. The enterprising spirit of Sir Sidney Smith had been successfully exerted against the enemy, until April 18, 1796, when having, on a reconnoitring expedition off Havre de Grace, captured the *Vengeur* French lugger privateer, with the boats of his little squadron, he was driven by a strong set of the tide above the forts. Sir Sidney and his prize were discovered by the enemy in the morning; the alarm was given, and he was attacked by such a superior force, that resistance was found utterly unavailable, and he was compelled to surrender himself and his company, among whom was Mr. Wright, prisoners of war. He was afterwards, in 1804, appointed to the sloop *Vincejo*, and made a second time prisoner, of which the following is the substance of an account in a letter, dated May 14, 1804.

In cruising between the Loire and L'Orient, on the evening of May 4, he discovered a large ship corvette at the entrance of the latter place, apparently ready for sea, and learning from a neutral that her force was eighteen long 18-pounders, and 160 men, and her destination eastward, with a convoy of thirty sail, he proceeded in that direction to intercept her. He continued to watch her motions, and endeavour to bring her to action; when at daylight on the 8th the ship was becalmed close to the mouth of the river, and carried by the ebb tide, in less than an hour, so near to the Taignouse Rocks, that he was forced to anchor to avoid them; to sound, and warp into the fair channel. By the time this was accomplished, and all hands placed at the sweeps, she was pursued by a large division of the enemy's flotilla, which had been perceived rowing out of the Morbihan, soon after she anchored. By half-past eight o'clock the enemy had advanced within extreme range, and opened their fire: they continued rapidly gaining upon the ship, until about half-past nine, when they were so near, that Capt. Wright was compelled to sweep her broadside to, and engage under the greatest possible disadvantages; a perfect calm, a strong flood tide making against him, the people fatigued by hard labour at the oar, and divided during the action, between the larboard guns and the starboard sweeps. This unequal contest was maintained with great animation, and with frequent cheers, by the weak but gallant *Vincejo's* crew, for nearly two hours, within grape and hailing distance: her hull, masts, yards, and rigging, had been much injured; three guns were disabled; the fire was slackened, notwithstanding every effort to revive it, to one gun in about five minutes, by the booms falling upon the main deck, and the flower of her men being killed or wounded.—“In this painful situation,” says the captain, “without a chance of escape, or hope

of succour, closely pressed in a dead calm, by seventeen gun-vessels, advancing to board with numerous troops—with a crew reduced to fifty efficient officers and seamen, including seventeen boys, I might still perhaps have opposed a momentary, though vain resistance to such superior force, but I felt it a duty I owed my country, to surrender in time, to preserve the lives of my brave men for some better occasion.

"Of the conduct of my officers and ship's company in general, their lordships will form an adequate opinion, from the superiority of the enemy, compared with the length of the action; the retrospect of which affords me consolation in misfortune, as it presents little to blame, and much to commend and admire: but it is a pleasing duty of mine to particularize the active intrepidity and intelligent bravery of Lieuts. Wallis and Hall, and the distinguished gallantry and uncommon energy of Mr. Lewis, acting boatswain, whose death I lament as a severe loss to the service. To these officers, and the small draft of seamen I received from the Utrecht, is greatly to be attributed the obstinacy of a conflict, in which I trust it will appear, that the honour of the country, and the reputation of the navy, have been supported to the utmost of our power.

"Mr. Hiller, the master, and the warrant and petty officers in general, acquitted themselves of their duty in the action, to my perfect satisfaction. I annex an account of the enemy's force, a list of my ship's company at the commencement of the action, and a return of the killed and wounded, distinguishing by an asterisk against their names, those whose conduct justly recommends the survivors, and families of the deceased, as worthy objects of national munificence and remuneration.

"Pointed out by my public services as a peculiar object of the resentment of an ungenerous and ungrateful enemy, I must beg leave to recommend to your humanity the trouble of laying the claims of those unfortunate men before the national committee."

The Vincejo's establishment was—officers and petty officers 33; able seaman 36; marines 14; young gentlemen 3; boys 10: total 96. Her actual company in the action of May 8, was 90: 26 unfit for service; 2 killed, 12 wounded, 51 effective—24 boys. The enemy's force in guns was 35; men about 140. Unfortunately for the reputation of the rulers of that day in France, it remains a questionable point, whether *they* or *he* terminated his captivity by death, which happened between October 27 and 28, 1804.

Y.

YEO, Com. Sir James Lucas. This gallant officer, the son of James Yeo, esq., formerly agent-victualler at Minorca, was born in 1782, and from his youth aspired after the naval service. He was fully gratified in this wish while almost a child, by being placed on the quarter-deck of the Windsor Castle, on board of which the flag of the late Adm. Cosby was then flying. He was promoted to the rank of lieutenant when only fifteen years of age: he was subsequently detached by Capt. F. L. Maitland, then commanding the Loire, against some of the enemy's vessels which had taken refuge in the port of El Muros, on the coast of Spain. He commenced by storming the fort, captured and brought off all the vessels. For this exploit he was immediately promoted to the rank of commander, and appointed to the *Confiance*, one of the little captured

captured flotilla. After this, he proceeded against the French settlement of Cayenne, where he conducted himself with his wonted gallantry and success, which procured him the rank of post captain, and that of knight commander of St. Benito d'Aviso, from the Prince Regent of Portugal.

Having now established a character for boldness and enterprise, Capt. Yeo was invested with the command on the Lakes in North America. In consequence of the gross misconduct or imbecility of Gen. Sir George Prevost, in the affair upon Lake Champlain, on September 11, 1814, he preferred charges against him; but death saved the general from a trial. An atrophy, produced by the ardent temperament of Capt. Yeo's mind, superadded to the daily exertions of his body, induced a general debility, which cut him off in the prime of life, usefulness, and glory, at the age of thirty-eight. He was brought home in the *Semiramis*, and interred in September 1818, in the garrison chapel of Portsmouth, amidst the naval and military honours due to his rank and exalted merits. See CAYENNE, ONTARIO, and CHAMPLAIN LAKE.

YORKE, Vice-Adm. Sir Joseph Sydney, K. C. B., was born in June 1768, and entered the naval service in 1780. After serving with great credit as midshipman, lieutenant, and commander, he was promoted to the rank of post captain in the *Circe*, of 28 guns, on February 4, 1793, and was removed into the *Stag*, a new frigate, of 32 guns, in July 1794. In May 1793 he captured *L'Auguste* and *La Didon*, two French privateers, of 18 and 14 guns; and on November 30, assisted in taking *L'Espiegle* French sloop, of 16 guns, near Ushant. The *Stag* was employed on the home station; and on August 22, 1795, in the North Sea, captured the Alliance Dutch frigate, of 36 guns and 240 men, between 40 and 50 of whom were killed and wounded. The *Stag* had 4 men k. and 13 w. Capt. Yorke cruised with considerable success against the enemy's armed and trading vessels, until the month of February 1800, when he was removed into the *Jason*, of 36 guns; and on November 19, sailed with a convoy to the Cape of Good Hope, from whence he returned in the following month of January. In May 1801 he was appointed to the *Canada*, of 74 guns, belonging to the Channel fleet, where he continued until the conclusion of the war. That ship was put out of commission in May 1802. In the month of May 1803, Capt. Yorke was appointed to the *Queen*, of 98 guns, and soon after removed into the *Prince George*, of the same force, attached to the Channel fleet, in which ship he remained until February 1805. His next appointment was to the *Barfleur*, 98, in January 1806, attached also to the Channel fleet, which ship he quitted in June 1807. In April 1808 he was appointed to the *Christian VII.* of 80 guns, where he remained until June 1810, when he was appointed to a seat at the Board of Admiralty. On July 31 he was promoted to the rank of rear-admiral; and in the month of January following he hoisted his flag in the *Victory*, of 100 guns, and proceeded to Lisbon, with a strong squadron, and a large body of troops to reinforce Lord Wellington's army. In March he shifted his flag into the *Vengeur*, 74, and in the following month struck it. On June 4, 1814, he was advanced to the rank of vice-admiral, and January 2, 1815, nominated a K. C. B. He resigned his seat at the Admiralty Board in the early part of 1818. See HOME STATION, August 22, 1795.

YOUNGHUSBAND, Capt. George. See LEEWARD ISLAND STATION, March 23, 1804.

PART

PART II.

AN ACCOUNT OF ALL THE SHIPS

OF

THE FRENCH, DUTCH, SPANISH, DANISH, RUSSIAN,
TURKISH, AMERICAN, AND BRITISH NAVIES,

LOST, TAKEN, OR DESTROYED,

DURING THE WAR FROM 1793 TO ITS CONCLUSION IN 1801,
AND FROM ITS RECOMMENCEMENT IN 1803 TO
ITS FINAL CONCLUSION IN 1815.

SECTION I.

FRENCH NATIONAL SHIPS, LOST, TAKEN, OR
DESTROYED.

* * Those to which this Mark (*) is affixed, are, or have been, in the British service: the names are the same as when captured, unless otherwise mentioned.

1793.

LE LEOPARD, 74: lost in the Bay of Cagliari, Sardinia, February 15.

LE VENGEUR, 74: run ashore and lost, near Ajaccio, Corsica.

LE GELAN, 14: taken by the Penelope, 36, B. S. Rowley, Jamaica Station, April 16.

*LA PROMPTE, 20: taken by the Phaëton, 38, Sir A. S. Douglas, off the coast of Spain, May 28.

LE CURIEUX, (bg.) 14: taken by the Inconstant, 36, A. Montgomery, West Indies, June 3.

LE VANNEAU, 6: taken by the Colossus, 74, C. M. Pole, in the Bay of Biscay, June 6. Afterwards in the British service, and lost in November 1796. See Section VIII.

*LA CLEOPATRE, (since L'Oiseau, 36) 40: taken by La Nymphe, 36, E. Pellew, off the Start.

*L'ECLAIR, 22: taken by the Leda, 32, G. Campbell, Mediterranean, June 9.

LUTINE, (slp.) 12: taken by the Pluto, 14, J. N. Morris, Newfoundland, July 25.

LA CONVENTION NATIONALE, (sch.) 10: taken by Com. Ford's squadron, St. Domingo, in September. Afterwards named *Marie Antoinette*, in the British service, and run away with by the crew in the West Indies, 1797. See Section VIII.

*LA MODESTE, 36: (since 38) taken by the Bedford, 74, R. Man, and others, out of Genoa, in the Mediterranean, October 17.

LA REUNION, 36: taken by the Crescent, 36, J. Saumarez, off Cherbourg, October 20.

L'INCONSTANTE, 36: taken by the Penelope, 36, B. S. Rowley, and Iphigenia, 32, P. Sinclair, in the Bight of Leogane, St. Domingo, November 25. Afterwards taken into the British service,

service, named the *Convert*, and lost March 8, 1794. See Section VIII.

LE SCIPION, 74: took fire and blew up in Leghorn Roads, November 26.

LA BLONDE, (corvette) 28: taken by the *Latona*, 32, E. Thornbrough, and *Phaëton*, 38, Sir A. S. Douglas, off Ushant, November 27.

*L'ESPIEGLE, (slp.) 16: taken by *La Nymphé*, 36, J. Pellew, (acting) and *Circe*, 28, J. S. Yorke, near Ushant, November 30.

LE TRIOMPHANT, 84: } Burnt in the grand arsenal at

DU GUAY TROUIN, 74: } Toulon, December 18, 1793,

LE DESTIN 74: } by the *Vulcan*, 14, F. S. Capt.

LE LYS 74: } C. Hare, under orders from Sir

LA SUFFISANTE 76: } W. Sidney Smith, K. S. who

LA SERIEUSE 36: } was appointed to conduct the

L'IPHIGENIE 34: } destroying of the French ships

L'AUGUSTE 24: } there by Adm. Lord Hood.

LE COMMERCE DE } Burnt, under similar orders, by

BOURDEAUX 84: } Lieut. Middleton, of the *Brit-*

LE CENTAUR 84: } tannia, and Lieut. Jones Stiles

of the *Windsor Castle*.
LE DICTATEUR, 74: burnt, under similar orders, by Lieut.

R. W. Miller, of the *Windsor-Castle*.
LE THEMISTOCLE, 74: } Burnt, under similar orders, in

LE HEROS 74: } the inner road, by Lieut. Pater,

of the *Britannia*, and Lieut. R. W. Miller.

A SHIP BUILDING 74: } Burnt, under similar orders,

A FRIGATE BUILDING, 36: } in the dock-yard, by Capt.

LA CAROLINE 24: } W. Edge, of the *Alert*

L'ALERTE 18: } sloop, and Lieut. C. Tup-

per, of the *Victory*.
LE MONTREAL (powder } Burnt, by mistake, by the

magazine) 32: } Spaniards, in the inner

L'IRIS (powder magazine) . 32. } road, instead of being

sunk, and blew up with a dreadful explosion.
LA VICTOIRE, 32: burnt by the Sardinians, on shore, in

getting out of the arsenal.
††† *La Sérieuse*, 36; *L'Alerte*, 18; *L'Iphigénie*, 34; *Le*
Commerce de Bourdeaux, 84; a 74-gun ship; and a frigate of 36,
building, were not destroyed so as to prevent repair.

*LE COMMERCE DE } Brought away from Toulon, De-

MARSEILLES. 120: } cember 18, under the command of

*LE PUISSANT ... 74: } Adm. Lord Hood, there being then

*LE POMPEE 80: } left in that port, undestroyed, one

L'ARETHUSE 40: } of 120, three of 80, eight of 74, two

LA PERLE 36: } of 32, and one of 24. Of these

*LA TOPAZE 38: } ships, afterwards in the British

*L'AURORE 32: } service, *L'Arethuse* (afterwards

LA LUTINE 32: } *Undaunted*) foundered in the West

LA POULETTE 26: } Indies, August 27, 1796; *La*

LA BELETTE 24: } *Perle* (afterwards *Amethyst*) was

LA PROSELYTE. 24: } lost at Alderney, December 29,

LA MOZELLE 20: } 1795; *La Lutine* was lost on the

LA MULETTE 18: } coast of Holland, October 9, 1799;

LA SINCERE 18: } *La Poulette* and *La Belette* were

LE TARLESTON. 14: } burnt at Ajaccio, being unservice-

able.

able, October 20, 1796; La Proselyte was sunk at the siege of Bastia, in May 1794; La Mozelle was retaken at Toulon, January 7, 1794, and again taken, as hereafter mentioned. *See Section VIII.* Adm. Lord Hood, his officers, and seamen, for their meritorious conduct at Toulon, &c. received the thanks of both Houses of Parliament.

L'ALCESTE, 32: surrendered at Toulon, and retained by the Sardinians, December 18.

L'EMBROYE, 20: surrendered at Toulon, and retained by the Neapolitans, December 18.

LE PETIT AUREOLE, 18: surrendered at Toulon, and retained by the Spaniards, December 18.

L'IMPERIEUSE, 40: taken by a squadron, under Vice-Adm. John Gell, out of Spezzia, in the state of Genoa, October 11.

LA VENGEUR, (slp.) 12: } Taken by the *Blanche*, 32,
LA REVOLUTIONNAIRE, 20: } C. Parker, in the *West*
LA SANS CULOTTES, 22: } Indies, December 30.

1794.

LA TROMPEUSE, (bg.) 18: taken by the *Sphinx*, 20, R. Lucas, off Cape Clear, January 12, afterwards in the British service, and lost near Kinsale, June 1796. *See Section VIII.*

LA VIPERE, (bg.) 16: taken by the *Flora*, 36, Sir J. B. Warren, in the Channel, January 23. Afterwards in the British service, and lost off the Shannon, January 2, 1797. *See Section VIII.*

LA MINERVE (since *St. Fiorenzo*), 40: sunk at *St. Fiorenzo*, Corsica, by the English batteries, February 19; but afterwards weighed and commissioned.

FORTUNEE, 44: sunk at *St. Fiorenzo*, Corsica, by the English batteries, February 19.

L'ACTIF, 16, and L'ESPIEGLE, 12: taken by the *Iphigenia*, 32, P. Sinclair, West Indies, March 16. L'Actif was afterwards in the British service, and foundered off Bermuda, November 26, 1794. *See Section VIII.*

BIEN VENU, 32: taken by Vice-Adm. Sir John Jervis's squadron at Martinique, March 17. Afterwards named *Undaunted* in the British service, and lost on the *Morant Kays*, near Jamaica, August 27, 1796.

AVENGER, (slp.) 16: taken by Vice-Adm. Sir J. Jervis's squadron at Martinique, March 17.

LA LIBERTE, 14: taken by the *Alligator*, 23, T. Surridge, near Jamaica, March 28.

LA POMONE, 44: } Taken by the *Flora*, 26, Sir J. B. Warren, Melampus, 26, T. Wells, and

LE BABET, 20: } *Arethusa*, 38, Sir E. Pellew, off the isle of Bas Channel, April 23. Le Babet was lost in the British service, 1801.

L'ENGAGEANTE, 38: taken by the *Concorde*, 36, Sir R. J. Strachan, bart., April 23.

GUADALOUPE, (slp.) 16: taken by the squadron under Vice-Adm. Sir J. Jervis, K. B. at Guadeloupe, April 23.

LA DU GUAY TROUIN, 34: formerly the *Princess Royal*, English East-India ship: taken by the *Orpheus*, 32, H. Newcome, East Indies, May 5, after a sharp engagement of one hour and ten minutes. The British had 1 k. and 9 w.; the enemy 21 k. and

and 60 w. The Centurion, 50, S. Osborn, and Resistance, 44, E. Pakenham; came in sight when the ship struck.

L'ATALANTE, 38: taken by the Swiftsure, 74, C. Boyles, Irish station, May; afterwards in the British service, named L'Espion, and lost on the Goodwin Sands, November 16, 1799. See Section VIII.

LA FLECHE, 14: taken by the fleet under Adm. Lord Hood, at Bastia, Corsica, May 21. Afterwards in the British service, and lost in St. Fiorenzo Bay, November 12, 1795. See Section VIII.

LA COURIER (cutter), 10: taken and scuttled by the fleet under Adm. Earl Howe, in the Channel, May 23.

REPUBLICAIN....20: } Taken and burnt by the fleet, under
L'INCONNUE, (bg.) 16: } Adm. Earl Howe, in the Chan-
nel, May 25.

*CASTOR, 32: captured from the British, May 9, 1794; re-
taken by the Carysfort, 28, F. Laforey, off the Land's End,
May 29.

*LA MOSELLE, 18: taken by L'Aimable, 32, Sir H. Bur-
rard, off the Hieres Islands, in the Mediterranean, May 23.

*LE JUSTE.....80:	} Taken by the fleet under the Right Hon. Richard Earl Howe, Vice-Adm. of Eng- land, Ushant bearing E. half N. about 150 leagues dis- tant, June 1.
*SANS PAREIL.....80:	
*L'AMERIQUE (since L'Impétueux).....78:	
L'ACHILLE.....74:	
NORTHUMBERLAND 74:	
L'IMPETUEUX.....78:	
LE VENGEUR.....74:	

*LA SYBILLE, 44: taken by the Romney, 50, Hon. W. Pa-
get, at Miconi, Mediterranean, after an action of one hour and ten
minutes, June 17.

*NARCISSE (cutter), 14: taken by the Aurora, 28, W. Es-
sington, off Shetland, June 18.

*LA MELPOMENE...44:	} Taken by the fleet under Lord Hood, in the harbour of Cal- vi, Corsica, August 10. La Mignonne, afterwards in the British service, was burnt, as unserviceable, at Ferrajo, July 31, 1797.
LA MIGNONNE....32:	
L'AUGUSTE (bg.)....4:	
PROVIDENCE (bg.)...4:	
CA IRA (gun-boat)...3:	

VOLONTAIRE, 40: run on shore and destroyed near the
rocks called the Penmarks, coast of France, by part of Sir J. B.
Warren's squadron, August 23. *This ship, in the Gazette account,
was called La Félicité.*

ALERT, 18: run on shore and destroyed near Point du Raz,
nine leagues from Brest, by part of Sir J. B. Warren's squadron,
August 23. This ship was formerly British. *Com. Sir J. B.
Warren run aground at the same time L'Espion, 18, which ap-
pears to have been refitted, and subsequently captured, as stated
hereafter.*

LA SIRENNE, (slp.) 16: taken by the Intrepid, 64, Hon.
C. Carpenter, and Chichester, 44, R. D. Fancourt, on the coast of
St. Domingo, in August. Afterwards in the British service, and
lost in August 1796. See Section VIII.

REPRISAL, 16: taken by the squadron under Sir J. Jer-
vis, K. B., in the West Indies.

QUARTIDI, 14: taken by Sir Edward Pellew's squadron, off
Scilly, September 7.

*LE JACOBIN (since *Matilda*), 24 : taken by the Ganges 74, W. Truscott, and Montague, 74, W. Fooks, in the West Indies, October 30.

*LA REVOLUTIONAIRE, 44 : taken by the Artois, 38, E. Nagle, in company with the Arethusa, 38, Sir E. Pellew ; Diamond, 38, Sir W. S. Smith ; and Galatea, 32, R. G. Keats, about ten leagues from Brest, October 21.

REVENGE (corvette), (*afterwards Hobart*), 18 : taken by the Resistance, 44, E. Pakenham, in the Straits of Sunda.

LA CARMAGNOLE, (sch.) 10 : taken by the Zebra, 16, off St. Lucia, West Indies, November 30.

A SLOOP (*name unknown*) : taken by the Beaulieu, 40, E. Riou, West Indies, December 2.

LE REVOLUTIONAIRE, 110 : lost on the Mingan Rock, in returning to Brest, December 27.

A LARGE SCHOONER (*name unknown*) : chased into the bay of Descada, West Indies, and captured there under a battery, by the Blanche, 32, R. Faulknor, December 30.

1795.

LE NEPTUNE, 80 : cast away in the bay of Hodiernne, coast of France, January.

LE SCIPION.....80: }
LE NEUF THERMIDOR, 80: } Foundered in a gale of
LA SUPERBE74: } wind, January.

LE DURAS, 20 : taken by the Bellona, 74, G. Wilson, and Alarm, 32, J. Carpenter, West Indies, January.

LA DUQUESNE, 44 : taken by the Bellona, 74, G. Wilson, in the West Indies, January 5.

LA PIQUE, 38 : taken by the Blanche, 32, R. Faulknor, in the West Indies, January 6. *See Section VIII.*

L'ESPERANCE, 22 : taken by the Argonaut, 64, A. J. Ball, on the coast of America, January 8.

L'IPHIGENIE, 32 : taken by the Spanish squadron, under Adm. Langara, Mediterranean, February 10.

LA CURIEUSE, (sch.) 12 : taken by the Pomone, 44, Sir J. B. Warren, off the Isle of Groais, coast of France, February 26.

REQUIN, (A. B.) 12 : taken by the Thalia, 36, R. Grindall, Channel station, February. Lost in the British service, January 1, 1801.

L'ESPION (*afterwards Spy*), 18 : taken by the Lively, 32, G. Burlton, off Brest, March 2.

*LA TOURTERELLE, 30 : taken by the Lively, 32, G. Burlton, thirteen leagues from Ushant, March 13.

CENSEUR, 74, and CA IRA, 80 : taken, from to leeward of the French fleet, to which they belonged, consisting of fifteen ships of the line, five frigates, and one sloop, by the fleet under Vice-Adm. W. Hotham, consisting of fourteen of the line, eight frigates, and a cutter, off Genoa, March 14. The Censeur had, when captured, 1000 men on board ; the Ca Ira 1300. They lost, in killed and wounded, between 300 and 400. These ships were afterwards in the British service : the former was retaken by the French fleet, October 7, 1795, and the latter was burnt by accident, April 11, 1796. *See Section VIII.*

TEMERAIRE

TEMERAIRE (cutter), 20: taken by the Dido, 28, G. H. Towry, Mediterranean.

RÉPUBLICAIN (corvette), 22: taken by the squadron under Rear-Adm. J. Colpoys, Channel station, March 27.

SPEEDY, (slp.) 14: retaken by the Inconstant, 36, T. F. Fremantle, in the Mediterranean, March, having been captured from the British in June 1794. Again taken in June 1801.

LE JEAN BART, 18: taken by the Cerberus, 32, J. Drew, and Santa Margaritta, 36, T. B. Martin, Channel, March 28. Afterwards in the British service, named Arab, and lost in June 1796. See Section VIII.

*LA GLOIRE, 40: taken by the Astrea, 32, Lord H. Paulet, despatched from the squadron of Rear-Adm. Colpoys, Channel, April 10, after a close action of fifty-eight minutes.

*LA GENTILE, 40: taken by the Hannibal, 74, J. Murkham, despatched from the squadron of Rear-Adm. Colpoys, Channel, April 11.

LE JEAN BART, 26: taken by the squadron under Sir J. B. Warren, off Rochfort, April 16. Afterwards in the British service, and named *Laurel*.

L'EXPEDITION (corvette), 16: taken by Sir J. B. Warren's squadron, near Belleisle, April 16.

GALATEA, 44: cast away near the Penmarks, April 23.

*L'ECLAIR... 3: } Taken by Sir R. J. Strachan's squadron
CRACHE FEU, 3: } off the coast of France, May 9.

*LA PREVOYANTE, armed *en flute*, 24 (pierced for 40): } Taken by the Thetis, 38, Hon. A. F.

*LA RAISON, armed *en flute*, 18, } Cochrane, and Hussar, 28, J. P. Beresford, off the Chesapeake, May 17. (Three other ships, in company with these, were engaged by the Thetis and Hussar, at the same time, but made their escape.)

COURIER NATIONALE, 18: taken by the Thorn, 16, R. W. Otway, after a gallant action of thirty-five minutes, in the West Indies, May 25.

LIBERTE (corvette), 20: sunk by the Alarm, 32, D. Milne, off Porto-Rico, West Indies, May 30.

*LE TIGRE... 80: } Taken, after a long chase, by the
*ALEXANDER... 74: } fleet under Adm. Lord Bridport,
*LE FORMIDABLE, } close in with Port L'Orient,
(afterwards Belle Isle)... 74: } June 23. These ships composed
part of a fleet, consisting of twelve ships of the line, eleven frigates,
and some smaller vessels.

*LA MINERVE, 42: taken by the Dido, 28, G. H. Towry, and Lowestoffe, 32, G. B. Middleton, June 24, after a very spirited action of three hours; in which they likewise engaged L'Armenise, 36, who sheered off, and escaped by superior sailing.

LA VESUVE, (G. V.) 4: taken by the Melampus, 36, Sir R. J. Strachan, and Hebe, 38, P. Minchin, near St. Maloes, July 8.

LA PERDRIX, 24: taken by the Vanguard, 74, S. Milner, near Antigua, June.

L'ALCIDE, 74: cut off from the rear of the French fleet, and struck to Adm. Hotham's fleet in the Mediterranean, July 13, but by accident she caught fire, and blew up before possession could be taken of her, and only 300 of the crew were saved.

N n

L'ÉCHO

L'ECHOUE, 28: run on shore and destroyed on the Isle of Rhé, by the Phaëton, 38, Hon. R. Stopford.

*LA RESOLUE (corvette) . . 10: } Taken by the Agamem-
 LA REPUBLIQUE (G. B.) . . 6: } non, 64, H. Nelson, and
 LA CONSTITUTION (galley) 5: } the squadron under his
 LA VIGILANTE (galley) . . 5: } command, viz. Incon-
 stant, 36, T. F. Fremantle; Meleager, 32, G. Cockburn; South-
 ampton, 32, W. Shield; Tartar, 28, —; Ariadne, 20, R.
 Plampin; and Speedy cutter, 14, Lieut. T. Elphinston; in the
 Bay of Alasio, Mediterranean, August 16.

*LA VICTORIEUSE (corvette) 12: } Taken by the fleet un-
 *LA SUFFISANTE (corvette) . . 14: } der Adm. Duncan,
 near the Texel, August 25.

L'ASSEMBLEE NATIONALE, 22: driven on the rocks of Treguier, by the Diamond, 38, Sir W. S. Smith, K. S., and lost, with twenty of the crew, September 2.

LA RUDE, (G. V.) 12: burnt by La Pomone, 44, Sir J. B. Warren, bart. in Bournœuf Bay, coast of France, September 2.

VIGILANTE (cutter), 6: taken by the Childers, 14, R. Dacres, in the bay of St. Brieux, September 3.

SANS CULOTTES, 18: burnt by L'Aimable, 32, C. S. Davers, off Deseada, West Indies, September 22.

SUPERBE, 22: taken by the Vanguard, 74, S. Miller, in the West Indies, September 30.

BRUTUS, 10: taken by the Mermaid, 32, H. Warre, and Zebra, 16, N. Thompson, off Grenada, October 10.

*REPUBLICAIN, 18: taken by the Mermaid, 32, H. Warre, and Zebra, 16, N. Thompson, in the West Indies, October 14.

L'EVEILLE, 18: taken by the squadron under Sir J. B. Warren, bart., off Rockfort, October 15.

PANDORA, 14: taken by the Caroline, 36, W. Luke, in the North Sea, December 1; afterwards in the British service, and lost in November 1797. *See Section VIII.*

LES DROITS DU PEUPLE, 36, lost off Drontheim, coast of Norway, November.

1796.

*LA PERCANTE (*since Jamaica*), 26: taken by the Intrepid, 64, Hon. C. Carpenter, off Porto-Plata, West Indies, February.

LA FAVORITE, 22: taken by the Alfred, 74, T. Drury, off Cape Finisterre, March.

*SARDINE . . 22: } Taken by the Egmont, 74, J. Sutton, in
 *NEMESIS . . 28: } company with the Barfleur, 98, and
 others, near Tunis, March 9.

*LA BONNE CITOYENNE, 20: taken by the Phaëton, 38, Hon. R. Stopford, near Cape Finisterre, March 10.

L'ETOURDIE, 16: burnt by the Diamond, 38, Sir W. S. Smith, at Cape Frehel, March 18.

MARSOUIN, 26: taken by the Beaulieu, 44, L. Skynner, West Indies, March.

L'ETOILE, 30: taken by Sir J. B. Warren's squadron, near the Raz de Fontenay, coast of France, March 20.

L'ALERTE, 14: taken by the Sampson, 64, J. Bingham, off St. Domingo.

*L'UNITE, 38: taken by the Révolutionnaire, 44, F. Cole, despatched

spatched from the squadron under Sir Edward Pellew, off the coast of France, April 13.

•LA ROBUSTE (since *Scourge*), 22: taken by Sir J. B. Warren's squadron, off the Saints, April 15.

•L'UNITE (corvette), (since *Surprise*), 32: taken by the *Instant*, 36, T. F. Fremantle, in the Mediterranean, April 20.

•LA VIRGINIE, 44: taken by the *Indefatigable*, 44, Sir E. Pellew, and his squadron, 40 leagues S. W. of the Lizard, April 22.

AUORE, 10: taken by the *Cleopatra*, 32, C. Rowley, off the coast of America, April.

L'ECUREUIL (lugger-corvette), 18: set fire to and burnt by the barge and cutters of the *Niger*, 32, E. J. Foote, near the Penmarks, coast of France, April 27.

L'ABEILLE (cutter), 14: taken by the *Dryad*, 36, J. K. Pulling, off the Lizard, May 2.

LA VOLCAN (brig-corvette), 12 (*pierced for 16*): taken by the *Spencer*, 18, A. F. Evans, off Bermuda, May 4, after a close action of one hour and a quarter.

LA CIGNE (cutter), 14: taken by the *Doris*, 36, Hon. C. Jones, off Scilly, May 7.

•L'ATHENIENE (corvette), 14: taken by the *Albicore*, 16, R. Winthrop, near Barbadoes, May 8.

LA GENIE (ketch)..... 3: } Taken by the squadron
LA NUMERO DOUZE, (G. B.) 1: } under Com. H. Nelson, at Oneglia, in the Mediterranean, May 31.

•THAMES (since 32), 36: captured from the British, October 24, 1793; retaken by the *Santa Margarita*, 36, T. B. Martin, near Waterford, June 7. See *Section VIII*.

LA TRIBUNE, 44: taken by the *Unicorn*, 32, T. Williams, off the coast of Ireland, June 8.

L'UTILE (corvette), 24: boarded and taken by the *Southampton*, 32, J. Macnamara, near the Hieres Islands, Mediterranean, June 10.

LES TROIS COULEURS (brig-corvette) 10: } Taken by the
LA BRONDE (brig) 16: } *Indefatigable* 44, Sir E. Pellew, bart., and his squadron, off Ushant, June 11.

•LA PROSERPINE (since *Amelia*), 44: taken by the *Dryad*, 36, Lord A. Beauclerc, forty leagues S. W. of Cape Clear, June 13.

LA LEGERE (corvette), (since 24), 22: taken by the *Apollo*, 36, J. Manley, and *Doris*, 36, Hon. C. Jones, to the S. W. of Scilly, June 22; afterwards in the British service, and lost 1801.

•LA RENOMMEE, 44: taken by the *Alfred*, 74, T. Drury, off St. Domingo, July 12.

L'ALERTE, 16: taken by the *Carysfort*, 28, J. Alexander, East Indies, August 19.

L'ANDROMACHE, 44: run on shore and burnt near Arcasson, coast of France, by the squadron under Sir J. B. Warren, bart., August 22.

L'ELIZABETH, 36: taken by the squadron under Vice-Adm. G. Murray, Halifax station, August 28.

L'ELIZA, (sch.) 10: taken by the *Fury*, 16, H. Evans, West Indies, October 18.

LA CERF VOLANT (corvette), 18: taken by the *Magicienne*, 32, H. Ricketts, off St. Domingo, November 1.

L'ETONNANT (corvette), 18: driven on shore and destroyed by the Minerva, 44, G. Cockburn, and Melampus, 36, G. Moore, at the entrance of Barfleur harbour, November 13.

L'ETNA (since *Cormorant*, 20), 18: taken by the Melampus, 36, G. Moore, and Childers, 14, S. Poyntz, off the coast of France, November 13; afterwards in the British service, named *Cormorant*, and lost in 1800.

LA DECIUS, 28: > Engaged together by the Lap-
LA VAILLANT, (bg.) 4: & wing, 28, R. Barton, near St. Martin's, West Indies, November 27. After a close action of an hour, La Vaillant, which carried 32 and 24-pounders, bore away, and in half an hour after La Decius struck. The brig, which was full of troops, ran on shore on St. Martin's, and was destroyed by the fire of the Lapwing. On the following day, Capt. Barton, being chased by two large French frigates, found it necessary to set fire to La Decius, to prevent her falling into their hands. La Decius, being full of troops, had 80 k. and 40 w. The Lapwing had but 1 k. and 6 w.

L'AFRICAIN, 18: taken by the Quebec, 32, J. Cooke, off St. Domingo, December 3.

LA GÉNÉRAL LEVEAU, (bg.) 16: taken by the Resource, 28, F. Watkins, and Mermaid, 32, R. W. Otway, off St. Domingo, December 10.

LA VESTALE, 44: taken by the Terpsichore, 32, R. Bowen, near Cadiz, December 13; but retaken next day. Again taken August 20, 1800.

SÉDUISANT, 74: lost on the rocks called the Saints, near Brest Harbour, December 16.

SCÉVOLA, 40: foundered off the coast of Ireland, December 30.

L'IMPATIENTE, 44: went on shore and was lost near Crookhaven, Ireland, December 30, with 565 troops and seamen; only 7 men saved. *This ship, in the Gazette account, is stated to have carried but 20 guns.*

LA JUSTINE, (S. S.) 44: lost off the coast of Ireland December.

L'AMARANTHE, (slp.) 14: taken by the Diamond, 32, Sir R. J. Strachan, off Alderney, December 31; afterwards in the British service, and lost September 1799. *See Section VIII.*

1797.

*LA TORTUE (since *L'Uranie*, 38), 44: taken, with troops, by the Polyphemus, 64, G. Lumsdaine, off the coast of Ireland, January 5.

SURVEILLANTE, 44: captured and scuttled in Bantry Bay, Ireland, January.

LA VILLE DE L'ORIENT (armed *en flûte*), 36: taken, with 400 hussars, &c. by the Unicorn, 32, Sir T. Williams, knight; Doris, 36, Hon. C. Jones; and Druid, 32, E. Codrington; coast of Ireland, January 7.

SUFFREIN, (S. S.) 44: sunk by the Dædalus, 32, G. Countess; Majestic, 74, G. B. Westcott; and Incendiary, 14, G. Barker, off Ushant, January 8.

*L'ATALANTE, (slp.) 16: taken by the Phæbe, 36, R. Barthelemy, 17 leagues S. W. of Scilly, January 10.

L'ALLEGREE

L'ALLEGREE, (S. S.) 200 tons, laden with ammunition, &c.: taken by the Spitfire, 16, M. Seymour, off Ushant, January 12.

LES DROITS DE L'HOMME, 74: run aground near the Penmarks, and lost, with 170 of her men, after a severe running engagement of sixteen hours and a half, with the Indefatigable, 44, Sir E. Pellew, and Amazon, 36, R. C. Reynolds, in the night of January 13.

A SCHOONER (name unknown), 2: taken by the Matilda, 28, H. Mitford, off Barbadoes, February 13.

•LA RESISTANCE, } Taken by the St. Fiorenzo, 44, Sir
(since *Pisgard*, 44).....48: } H. Neale, bart., and La Nymphe,
•LA CONSTANCE, 24: } 36, J. Cooke, off Brest, March 9,
without having one man killed or wounded. These were the ships
which, in company with La Vengeance, 48, landed the French con-
victs, under the disguise of soldiers, in Wales. La Vengeance was
taken August 25, 1800.

LA MODESTE, 20: taken by the Fox, 32, P. Malcolm, off Vizagapatam, in the East Indies.

L'HARMONIE, 44: run on shore, and destroyed, at St. Domingo, by the Thunderer, 74, W. Ogilvy, and Valiant, 74, E. Crawley, April 17.

•LA JALOUSE (corvette), 18: taken by the Vestal, 23, C. White, in the North Sea, May 13.

•LA MUTINE (corvette), 14: boarded and cut out of the bay of Santa Cruz, Teneriffe, May 29, by the boats of the Lively, 36, B. Hallowell, and Minerve, 42, G. Cockburn, commanded by Lieut. T. M. Hardy of La Minerve, under a heavy fire from every part of the bay.

LA HARRIOTT, 6: taken by L'Aigle, 32, C. Tyler, near Lisbon, June 12.

LA CALLIOPE, 36: destroyed by Sir J. B. Warren's squadron, on the coast of France, July 17.

LA FREEDOM (armed *en flute*), 8: taken and burnt by Sir J. B. Warren's squadron, July 17.

A SHIP CORVETTE (name unknown), 22: taken and bilged, by Sir J. B. Warren's squadron, on the coast of France, August 11.

A BRIG, (G. V.) 12: taken and sunk by Sir J. B. Warren's squadron, August 11.

LA GAIETE (corvette), 20: taken by the Arethusa, 33, T. Wolley, 125 leagues E. by S. of Bermuda, August 20.

L'EGALITE (chasse-marée), 8: taken by Sir J. B. Warren's squadron, on the coast of France, August 23.

LE PETIT DIABLE (cutter), 18: taken and bilged by Sir J. B. Warren's squadron, on the coast of France, August 27.

•L'ESPOIR (corvette), 16: taken by the Thalia, 36, Lord H. Paulet, Mediterranean, September 10.

LA DECOUVERTE, 18: taken by the Unité, 36, B. Rowley, Channel, October 9.

•LE RANGER (corvette, since *Le Venturier*), 14: taken by the Indefatigable, 44, Sir E. Pellew, bart. near Teneriffe, October 14; retaken, and again captured by the Galatea, 32, G. Byng, November 6.

L'EPERVIER, 16: taken by the Cerberus, 32, J. Drew, Irish station, November 12.

LA MEDUSE, 44: burnt by her consort, L'Insurgente, on her return from America, in November, having been rendered unserviceable by rough weather.

•**LA NEREIDE**, 36: taken by the *Phœbe*, 36, R. Barlow, after a smart engagement of two hours, in which *La Nereide* had 20 men k. and 55 w. off Scilly, December 22; the *Phœbe* had 3 k. and 10 w.

•**DAPHNE** (corvette, 30), since 20: captured from the British, February 12, 1795. See Section VIII. Retaken by the *Anson*, 44, P. C. Durham, in the Bay of Biscay, December 29.

LA REPUBLIQUE TRIOMPHANTE (corvette), 14: taken by the *Severn*, 44, T. Boys, and *Pelican*, 18, J. Gascoyne, in the West Indies, December.

1798.

LA CHERI, 26: taken by *La Pomone*, 44, R. C. Reynolds, in the Bay of Biscay, January 6, and foundered shortly after.

LA DESIREE, (sch.) 6: boarded and taken by the pinnace of *La Babet*, 20, J. Mainwaring, manned with 12 seamen only, under the command of Lieut. S. Pym, 3 leagues from the ship, after rowing for four hours, between Martinique and Dominica, January 16.

LE SCIPION, 20: taken by the *Alfred*, 74, T. Totty, under the batteries of Basse Terre, Guadalupe, February 16.

LA SOURIS (chasse-marée), 16: taken by the *Badger*, (G. V.) 4, Lieut. C. P. Price, and *Sandfly*, (G. V.) Lieut. R. Bourne, near the isles of St. Marcou, Channel, February 26.

LE QUATORZE JUILLET, 74: burnt by accident at L'Orient, May 1.

LA SAINTE FAMILLE (chasse-marée): taken by *L'Impétueux*, 78, J. W. Payne, and *Sylph*, 16, J. C. White, April 5.

•**L'ARROGANTE**, (G. V.) 6: taken by the *Jason*, 36, C. Stirling, near Brest, April 19.

•**L'HERCULE**, 74: taken by the *Mars*, 74, Alexander Hood, near Brest, April 21.

A CORVETTE (name unknown), 22: taken by the *Caroline*, 36, W. Luke, near Lisbon. *This corvette is since supposed to have been a privateer.*

FLIBUSTIER, (G. V.): taken, and several others sunk, by the batteries of the islands of St. Marcou, in the Channel, commanded by Lieut. C. P. Price of the *Badger*, (D. H.) and Lieut. R. Bourne of the *Sandfly*, (G. V.) May 7, in an attack made by a very considerable flotilla against those islands, which was gallantly and completely defeated. The *Adamant*, 50, *Eurydice*, 28, and *Orestes*, 16, were on that station, but not in a situation to afford material assistance.

•**LA MONDOVI**, 16: cut out of Cerigo, Mediterranean, in the most gallant manner, under a very heavy fire, by the boats of the *Flora*, 36, A. Wilson, commanded by Lieut. J. Russell, May 13.

A NUMBER OF BOATS, with the locks and basen-gates of the canal from Ostend to Bruges: the boats were burnt, and the basen-gates blown up and destroyed, by a naval and military force, under command of Capt. Home Popham, of the *Expedition*, 44, and Major-Gen. Coote, May 19.

•**LA SENSIBLE**, 36: taken on returning from Malta, by the *Seahorse*, 36, E. J. Foote, May 27.

LA CONFIANTE, 36: run on shore and burnt near Havre, by the *Hydra*, 36, Sir F. Laforey; *Trial* (cutter), 12, Lieut. H. Garrett; and *Vesuvius* (bomb), 6, D. Facey, May 31.

•**LA CORCYRE**, 16: taken by the *Flora*, 32, R. G. Middleton, off Sicily, June 22.

EGALITE,

EGALITE, 20: run on shore and destroyed, by the Aurora, 28, H. Digby, near Cape Machicao, Bay of Biscay, June 22.

*LA SEINE, 42: taken by the Jason, 36, C. Stirling, and La Pique, 36, D. Milne, in the Passage Breton, coast of France, June 30.

Taken.	*LE FRANKLIN (since <i>Canopus</i>), 80:	Taken, burnt, and
	*LE TONNANT 80:	sunk, by the
	LE GUERRIER 74:	squadron under
	*LE SPARTIATE 74:	the command of Rear-
	*LE CONQUERANT 74:	Adm. Sir Horatio Nelson,
Burnt.	*L'AQUILON (since <i>Aboukir</i>) 74:	K. B., off the
	L'HEUREUX 74:	Bay of Shoals,
	LE MERCURE 74:	or Bequier, near
	LE SOUVERAIN PEUPLE 74:	the mouth of
	L'ORIENT 120:	the Nile, August 1 and 2.
	LE TIMOLEON 74:	
	L'ARTEMISE 36:	
	LA SERIEUSE (<i>sunk</i>) 36:	

L'AVENTURIERE (corvette), 12: cut out in the night of August 3, from the port of Corigioa, near the isle of Bas, by the boats of the Melpomene, 44, Sir Charles Hamilton, and Childers, 14, J. O'Bryen, under the command of Lieut. Shortland.

LA VAILLANTE (corvette), 20: taken by the Indefatigable, 44, Sir E. Pellew, bart. in the Bay of Biscay, August 7. Afterwards in the British service, named the Danaë, and retaken by mutiny, March 17, 1800.

LIGURIA (*Genoise*), 26: taken by L'Espoir, 16, L. O. Bland, in the Mediterranean, August 7, after a very gallant and obstinate action of near four hours.

*LA FORTUNE (corvette), 18: taken by the Swiftsure, 74, B. Hallowell, off the Nile, August 11. Retaken by the French in 1799.

LA NEPTUNE, 20: taken with 270 troops, by the Hazard, 16, W. Butterfield, off the coast of Ireland, August 12.

*LA LEGERE, (G. V.) 6: taken by the Alcmena, 32, G. Hope, off Alexandria, August 22.

*LA DECADE, 36: taken by the Magnanime, 44, Hon. M. De Courcy, and Naiad, 36, W. Pierrepont, off Cape Finisterre, August 24.

*TORRIDE (ketch), 7: taken by the boats of the Goliath, 74, T. Foley, commanded by Lieut. W. Debusk, from under the guns of the castle of Bequier, near the Nile, August 25.

LA REUNION (brig corvette), 6: taken by L'Oiseau, 36, C. Brisbane, East Indies, September 1.

L'ANEMONE, (G. V.) 4: destroyed at Damietta, on the Nile, by the Seahorse, 36, E. J. Foote, and Emerald, 36, T. M. Waller, September 2.

LA FLORE, 36: taken by the Phaëton, 36, Hon. R. Stopford, and Anson, 44, P. C. Durham, Channel station, September 6.

*LE HOCHÉ (since <i>Donegal</i>) 80:	} With troops for invasion of Ire- land. Taken by the squadron under Sir John Borlase Warren, bart. off the N. W. coast of Ireland, October 12, 13, and 16.
*L'AMBUSCADE (since 36) 40:	
LA COQUILLE 40:	
*LA BELLONE (since <i>Proserpine</i>) 36:	
*LA RESOLUE (since 36) 40:	
*LA LOIRE 46:	

L'IMMORTALITE.

L'IMMORTALITE (now 36), 42 : taken by the Fiscard, 38, T. B. Martin, October 20.

LA FULMINANTE (cutter), 8 : taken by L'Espoir, 16, L. O. Bland, Mediterranean, October 29.

LA FOUINE (lugger), 8 : taken by the Sylph, 16, J. C. White, near Brest, November 17.

L'HIRONDELE (corvette), 20 : taken by the Phæton, 38, Hon. R. Stopford ; Ambuscade, 32, H. Jenkins ; and Stag, 32, J. S. Yorke, Channel station, November 20.

LA WILDING, (A. T.) 14 : taken by the Spitfire, 20, M. Seymour, in the Bay of Biscay, December 23.

1799.

LA FORTE, 50 : taken by La Sybille, 44, Edward Cook, off the Sand-Heads of Bengal River, East Indies, February 28.

LA PRUDENTE (pierced for 42), 30 : taken by the Dædalus, 32, H. L. Ball, after an action of fifty-seven minutes, Cape of Good Hope station, February 9.

L'HIRONDELLE (brig corvette), 16 : taken by the Telegraph, (hired bg.) 16, J. A. Worth, 9 leagues N. W. from the isle of Bas, coast of France, March 18, after a close action of three hours and a half.

MARIANNE..... 4 :	} Taken, with a battering train of artillery, ammunition, plat-forms, &c. destined for the siege of Acre, by the guard-boats, &c. of Le Tigre, 80, Com. Sir W. S. Smith, off Cape Carmel, Mediterranean, March 18. La Torride had been captured by the French flotilla on the same day.
*LA NEGRESSE 6 :	
LA FOUDRE 8 :	
*LA DANGEREUSE .. 6 :	
LA MARIA ROSE 4 :	
LA DAME DE GRACE, 4 :	
LES DEUX FRERES... 4 :	
LA TORRIDE..... 2 :	

COURIER (corvette), 16 : taken by the Zealous, 74, S. Hood, Mediterranean.

LA SANS QUARTIER (lugger), 14 : taken by the Danaë, 20, Lord Proby, off the Isles Chosey, coast of France, April 4.

N. B. *La Créole*, 48, formerly stated to have been wrecked at Nantz, was afterwards refitted.

LA REBECCA (chasse-marée), 16 : taken by the Black Joke (now Suwarrow, schooner), 10, Lieut. J. Nicholson, 20 leagues west of Ushant, April 27.

A CORVETTE (name unknown), 16 : taken by the Lion, 64, M. Dixon, Mediterranean, April.

*LA JUNON (since <i>Princess Charlotte</i>) 40 :	} Taken by a detachment from the squadron under the command of Vice-Adm. Lord Keith, consisting of the Centaur, 74, J. Markham ; Bellona, 74, Sir T. B. Thompson ; Captain, 74, Sir R. J. Strachan ; Emerald, 36, T. M. Waller ; and Santa Teresa, 42, G. Barker, Mediterranean, June 18.
*L'ALCESTE.....36 :	
*COURAGEUX .....32 :	
*LA SALAMINE, (bg. since 16).....18 :	
*L'ALERTE, (bg. since <i>Minorca</i>)....14 :	

LA VESTALE, 36 : taken by the Clyde, 36, C. Cunningham, off the Mouth of the river Gironde, or Bourdeaux, August 20.

IPHIGENE, 24 : blown up in engaging the Trincomalee, (slp.) 16, J. Rowe, at the entrance of the Straits of Babelmandel, by which both ships perished, October 12. See Section VIII.

*L'HUSSAR

*L'HUSSAR (corvette), (since *Surinam*, 18), 20: taken at Surinam by the squadron under Vice-Adm. Lord Hugh Seymour, August 20.

RÉPUBLICAINE, 32: taken by the Tamer, 32, T. Western, off Surinam, August 26.

LE ST. JACQUES (lugger), 6: taken by the Triton, 32, J. Gore, off L'Orient, September 13.

*L'ARETHUSE (brig corvette), (since *Raven*) 18: taken by the Excellent, 74, Hon. R. Stopford, near L'Orient, October 10.

LA CHARENTE, 44: lost on entering L'Orient, after having conveyed the banished deputies to Cayenne, November 10.

L'EGYPTIENNE (pierced for 44), 18: } Taken by the Sole-

*L'EOLIAN (since *Nimrod*) 16: } bay, 32, S. Poyntz,

LA SARIER (bg.) 12: } on the coast of St.

LA VENGEUR (sch.) 8: } Domingo, Nov.

22. La Vengeur (formerly the *Charlotte*), 10, had been captured from the British. See Section VIII.

LA SURPRISE (corvette): taken by the Braave, 40, T. Alexander, in the East Indies. (We have since been informed that she was a merchant ship.)

LA PRENEUSE, 44: run on shore near Port Louis, Isle of France, by the Tremendous, 74, J. Osborn, and Adamant, 50, W. Hotham, and destroyed by the boats of those ships under Lieut. Gray, of the Adamant, December 11.

1800.

LA BRUILLE GUILLI (corvette), 20: lost on a rock in Brest road, and only thirty-eight of the crew saved, January 7.

*LA PALLAS (since *La Pique*), 40: taken by La Loire, 46, J. N. Newman; Danaë, 20, Lord Proby; Fairy, 16, J. S. Horton; Harpy, 18, H. Bazely; and Raileur, 20, W. J. Turquand; under the Seven Islands, coast of France, February 8, after being crippled over night by the Fairy and Harpy.

LA VIDETTE (corvette), 14: taken by the Triton, 32, J. Gore, near the Black Rocks, coast of France, February 10.

*LE GENEREUX 74: } Taken, with Adm.

LA VILLE DE MARSEILLES (S. S.), } Perrée, by Rear-

(since lost) } Adm. Lord Nelson's squadron, in the Mediterranean, February 18.

NOMBRE 57 (gun-vessel), 1: taken by the Aristocrat brig, 18, Lieut. C. J. D'Auvergne, off Cape Frehel, February 19.

A GENOESE POLACRE (name unknown), 14: driven on shore, and destroyed, off Narbonne, in the Mediterranean, by the Pearl, 32, S. J. Ballard, February 9.

LA LIGURIENNE (bg.), 16, (built with screw-bolts): taken by the Petterell sloop, 16, F. W. Austen, March 21.

*LE GUILLAUME TELL (since *Malta*), 84: taken by the Lion, 64, M. Dixon; Foudroyant, 80, Sir Edward Berry; and Penelope, 36, H. Blackwood, in the Mediterranean, March 30.

LA DILIGENTE, (sch.) 6: taken by the cutter of the Calypso sloop, 16, Jos. Baker, with 10 men, under the command of the master, Mr. Buckley, Jamaica station, April 13. The schooner had 39 men, of whom 7 were dangerously wounded. The cutter had 1 wounded.

NEPTUNE, (sch.) 4: taken, with Gen. Des Fourneaux, by the Mayflower,

Mayflower privateer, James Le Blair, on a cruise off the coast of France, April.

DRAGON (brig corvette), 14 : taken by the Cambrian, 40, Hon. A. K. Legge, and Figgard, 44, T. B. Martin, in the Channel, May 5.

LA PRIMA (galley of fifty oars), 2 : taken by a detachment of ships' boats, under Capt. Philip Beaver, at Genoa, May 20.

LA LEGERE (lugger), 3 : taken by the Netley schooner, 16, Lieut. F. G. Bond, in the Mediterranean, May 31.

*LA CRUELLE, (bg.) 16 : taken by the Mermaid, 32, R. D. Oliver, near Toulon, June 1.

L'INSOLENTE (brig-corvette), 18 : burnt, with several small craft, by gun-launches and boats, under Lieut. J. Pilfold, of L'Impetueux, 78, Sir Edward Pellew, in the Morbihan, Bay of Biscay, June 6.

LA NOCHETTE (gun-boat) 2 : } Taken, together with
AN ARMED CHASSE-MAREE, 6 : } 2 brigs, 2 sloops,
AN ARMED CHASSE-MAREE, 10 : } and 4 chasse-ma-
rées, laden with wine, &c., by the boats of a detachment of ships
under Sir J. B. Warren, baronet, consisting of the Renown, Fis-
gard, Defence, and Unicorn, near the Penmarks, June 11.

DILIGENTE (corvette), 12 : taken by the Crescent, 36, W. G. Lobb, on the Jamaica station, June.

LA REVANCHE, 4 : taken by the Phoenix, 36, L. W. Halsted, near the Hieres Islands, Mediterranean, June 17, but overset the next day.

LA TERESE 20 : } Taken & burnt,
A LUGGER of 12 guns, TWO GUN- } together with
BOATS, and a CUTTER, of 6 gunseach } fifteen sail of
provision vessels, by the boats of the Renown, Figgard, and De-
fence, under the command of Lieut. H. Burke, in Bournœuf Bay,
coast of France, July 2.

*LA DESIREE, 40 : taken by boarding, by the Dart sloop, 30, P. Campbell, in Dunkirk Roads, July 8.

LA CERBERE (gun-brig, 87 men), 7 : cut out from under the batteries of Port Louis, by acting Lieut. J. Coghlan (of the Viper cutter), in a ten-oared cutter belonging to L'Impetueux, 78, with only 20 men, July 29.

LA CONCORDE, 44 : taken by the Belliqueux, 64, R. Bul-
teel, in company with several East Indiamen, near Rio Janeiro,
South America, August 5.

LA MEDEE, 36 : taken by the Bombay Castle Indiaman,
J. Hamilton ; and Exeter, ditto, H. Meriton ; part of the convoy
under the Belliqueux, 64, above mentioned, in the evening of the
same day.

*LA DIANE, 42 : taken by the Northumberland, 74, G. Mar-
tin ; Success, 32, S. Peard ; and Généreux, 74, M. Dixon, in
endeavouring to escape from Malta, August 24.

LA VENGEANCE, 52 : taken by La Seine, 42, D. Milne, in
the Mona Passage, West Indies, August 25, after a brilliant display
of heroic ability for one hour and a half ; in which La Seine had
13 killed, including one officer, and 28 wounded.

LA CAPRICIEUSE (laden with arms), 6 : taken by the Ter-
magent sloop, 18, W. Skipsey, thirty leagues westward of Corsica,
September 1.

*L'ATENIENE

•L'ATENIENE (*Maltese*)64: } Taken in the
 LE DEGO (*ditto*)64: } harbour of La
 LA CARTAGENOISE (*ditto*), (frigate) } Valette, Mal-
 ta (when that place surrendered, after blockade, to the British
 forces), September 4. In addition to which were found there two
 merchant ships (wanting repair), one brig, fit for sea, one xebec,
 some gun-boats, &c. The blockading force was commanded by
 Capt. G. Martin, of the Northumberland, 74.

LE QUID-PRO-QUO, (slp.) 8: taken by the Gipsy tender, 10,
 Lieut. Boger, near Guadaloupe, October 8.

LA VENUS, 32: taken by the Indefatigable, 44, Hon. H. Cur-
 zon, in company with the Fisgard, 44, T. B. Martin, Lisbon sta-
 tion, October 22.

LE REOLAISE (corvette): driven on shore by the Nile (hired
 cutter), 16, and burnt by the boats of Sir R. J. Strachan's squa-
 dron, commanded by Lieut. W. Hennah, under the batteries of the
 Morbihan, November 17.

1801.

LA BOMBARDE, (G. V.) 1: taken by the Boadicea, 38,
 R. G. Keats, near Brest, January.

SENEGAL, (bg.) 18: cut out of Senegal, coast of Africa, by
 the boats of the Melpomene, 44, Sir Charles Hamilton, under the
 command of Lieut. Dick, but grounded on coming out, and was
 destroyed, January 3.

•L'AUORE (corvette), 16: taken by the Thames, 32, W.
 Lukin, at sea, on her passage to France, from the Isle of Mauri-
 tius, January 18.

L'ECLAIR, (sch.): cut out from her anchorage by the Gar-
 land, tender to the Daphne, 20, R. Matson, under fire of the bat-
 teries of Trois Riviere, Guadaloupe, January 18.

LA SANS PAREILLE (corvette), 20: taken by the Mercury,
 28, T. Rogers, in the Mediterranean, on her passage to Egypt
 with stores, January 20.

LA CURIEUSE (corvette), *pierced for 20 guns*, 18: engaged,
 in company with two others, and taken by the Bourdelons, 28,
 T. Manby, Leeward-Island station, January 28; but foundered,
 in consequence of shot-holes, about an hour after, by which some
 lives were unfortunately lost.

•LA DEDAIGNEUSE, 36, taken by L'Oiseau, 36, S. H.
 Linzee; Sirius, 36, R. King; and Amethyst, 38, J. Cooke (1),
 off the coast of Portugal, February 5.

LA FURIEUSE (xebec), 6, (*with 1200 stand of arms*): taken
 by the Minorca, 16, G. Miller, Mediterranean, February 16.

•L'AFRICAIN, 44: captured by the Phæbe, 36, R. Barlow,
 Mediterranean, February 19.

L'ARC (cutter): taken by the boats of the Excellent, 74, Hon.
 R. Stopford, in Quiberon Bay, February 20.

LE GENERAL BRUNÉ (sloop corvette), 14: taken by the
 Amethyst, 36, J. Cooke, Channel, April 9.

LAURETTE, 26: taken by the Arrogant, 74, E. O. Osborn,
 off Masulipatam, East Indies.

CORVESSE (*with Despatches*), 1, taken by El Corso, (bg.) 18,
 W. Ricketts, off Manfredonia, Mediterranean, May 27.

L'EGYPTE,

L'EGYPTE, (sch.) 16: taken by L'Heureux, 24, L. O. Bland, 30 leagues to windward of Barbadoes, May 28.

LE TIGRE (*Tartan*), 8 (supposed to be a pirate): taken by the boats of the Mercury, 28, T. Rogers; and Corso, 18, W. Ricketts; Gulf of Venice, June 23.

LA CHEVRETTE (corvette), 20: taken, by boarding, by the boats of the Doris, 36, Charles Brisbane; Beaulieu, 40, S. Poyntz; and Uranie, 38, W. H. Gage; directed by Lieut. Keith Maxwell, and Lieut. Woodley Losack, under the batteries of the Bay of Camaret, near Brest, and in presence of the combined fleets of France and Spain, in the night of July 21.

A CORVETTE (*name unknown*), 10: taken (with £10,000 in specie) by the Déterminée, 24, J. C. Searle, off Alexandria, July 25.

*CARRIERE, 44: taken by the Pomone, 44, E. L. Gower, in company with the Phoenix, 36, L. W. Halsted, and Pearl, 32, S. J. Ballard, off Elba, in the Mediterranean, August 3.

L'EVEILLE (lugger), 2: taken by the cutter of L'Atalante, 16, A. J. Griffiths, manned with 8 men, Quiberon Bay, August 10.

*LA CHIFFONNE (since 36), 42: taken after a short but very gallant action, by La Sybille, 44, Charles Adam, in Mahé Road, at the Seychelles, Indian Ocean, August 19.

THREE GUN BOATS destroyed	} By the boats of the vessels under the orders of Capt. J. Rose, of the Jamaica, 26, directed by Lieut. J. Agassiz, near Etaples, coast of France, August 20.
TWO LAUNCHES and ONE	
GUN BOAT taken.....	

*SUCCESS (*formerly British*), 32: retaken in the Mediterranean, September 2, by the Pomone, 44, E. L. Gower; Phoenix, 36, L. W. Halsted; and La Minerve, 44, G. Cockburn.

BRAVOURE, 46: driven by the same, at the same time, on the shoal off Vado, near Leghorn, on which she was wrecked.

CAUSE.....	64	} Taken in the harbour of Alexandria at its capitulation, Septem- ber 2, by the com- bined British and Turkish forces. The three former were afterwards delivered to the Turkish government, and the latter retained by the British.
JUSTICE.....	46	
No. 1. (<i>Venetian</i>).....	26	
*LEGYPTIENNE.....	50	
*REGENERE (since <i>Alexandria</i>)	32	

No. 2. (*Venetian*).....26

LA FLECHE, 22: destroyed at the isle of Mahé, in the Indian Ocean, September 5, by the Victor, (slp.) 18, G. R. Collier, after a chase of three days, and a very close and severe action.

*BULLDOG, (bg.) (*formerly British*) 18: retaken by the Champion, 24, Lord W. Stuart, near Gallipoli, Mediterranean, September 16.

1803.

*L'AFFRONTTEUR (lugger), (since *Caroline*, hired) 14: taken by the Doris, 36, R. H. Pearson, off Ushant, May 18.

*LA FRANCHISE (pierced for 44): taken by the Minotaur, 74, C. J. M. Mansfield, in company with the Thunderer, 74, W. Bedford, and Albion 74, J. Ferrier, Channel station, May 28.

*L'AMBUSCADE (*formerly British*) 32: retaken by the Victory, 100, S. Sutton, on her passage to Gibraltar, May 28.

L'IMPATIENTE

L'IMPATIENTE (corvette), 20: taken by the Naiad, 38, James Wallis, in lat. 45 deg. 50 min. N., long. 4 deg. 40 min., May 29.

LA BETSY, 4: taken and destroyed by the Russel, 74, June 3.

LA VERTU, (sch.)..... 2: } Taken by the Racoon, 18, A.

L'AMI DE COLONNOT 2: } Bisset, off Port-au-Prince, St. Domingo, June 7.

L'INABORDABLE, (sch.) 4: } Driven on shore by the Im-

LE COMMODI, (bg.).... 4: } mortalite, 36, E. W. C. R. Owen, in company with the Jalouse and Cruizer sloops, and taken possession of by the boats, under a heavy fire from the batteries, &c. on the east side of Cape Gris Nez, June 14.

L'ARAB, (bg.) 8: taken by the Maidstone, 32, R. H. Moubray, in the Mediterranean, June 14.

•LA COLOMBE (corvette), pierced for 16: taken by the Dragon, 74, J. Aylmer, in company with the Endymion, 44, Hon. C. Paget, off Ushant, June 18.

•L'ENFANT PRODIGUE (corvette), 16, (since *Santa Lucia*): taken by the Emerald, 36, James O'Bryen, between St. Lucia and Martinique, June 24.

LE DUQUESNE..74: } Taken by the Bellerophon, 74, J.

L'OISSEAU, (sch.)16: } Loring; Vanguard, 74, J. Walker; and Tartar, 32, Perkins, off St. Domingo, June 25.

•LA BACCHANTE (pierced for 22 guns), 18: taken by the Endymion, 44, Hon. C. Paget, in lat. 27 deg. 12 N., long. 20 deg. W., June 25.

•LA VENTEUX, (bg.) 10: boarded and taken by two boats of La Loire, 46, F. L. Maitland, close under the batteries of the Isle de Bas, in the night of June 27.

LA LEGERE, (sch.) armed with 14 swivels, &c. 2: taken by the Alarm (privateer), D. de Putron, Channel, June 28.

LA MIGNONNE (corvette), pierced for 18 guns (now Moselle): taken by the Goliath, 74, C. Brisbane, near the west end of St. Domingo, June 28.

LE DART, (bg.) 4: taken by the Apollo, 36, J. W. T. Dixon, Bay of Biscay, June 29.

L'AIGUILLE, (bg.)..... 8: } Taken by

•LA VIGILANTE (bg.), (since *Suffisante*) 16: } Com. Bay-

•LA SUPERIEURE, (sch.)..... : } tun's squa-

•LE POISSON VOLANT, (sch.) : } dron, near

(since *Flying Fish*) : } St. Domin-

go, June 30.

LA CREOLE, 44, with 530 soldiers: taken by Com. Bayntun's squadron, near St. Domingo, July 1, since lost.

LA PROVIDENCE, (sch.) 4: 200 tons, laden with heavy cannon and timber: taken by the boats of the Naiad, 38, J. Wallis, at the entrance of Brest harbour, July 4.

LA PROVIDENCE, (sch.) 2: taken by the boats of the Naiad, J. Wallis, commanded by Lieut. W. Deane, at the Saintes, July 5.

•L'ALCION, (bg.) (now *Halcyon*), 16: taken by the Narcissus, 36, R. Donelly, near Sardinia, July 9.

LE LODI, (bg.) 20: taken at anchor, in Leogane Roads, St. Domingo, by the Racoon, (bg.) 18, A. Bisset, July 11.

L'ADOUR, (alp.) 20: taken by the Endymion, 44, Hon. C. Paget, on passage to Rochfort, July 16.

O o

•L'EPERVIER,

*L'EPERVIER, (bg.) 16: taken by L'Egyptienne, 40, Hon. C. E. Fleming, on the passage between Guadaloupe and L'Orient, July 27.

LES DEUX AMIS, (sch.)...3: } Taken by the Racoon, 18,
LES TROIS FRERES, (sch.) 3: } A. Bissell, on the coast
of Cuba, August.

SCHOONER (name unknown), 2: run on shore and destroyed by ditto, on the same day.

LA MUTINE, (bg.) 18: run on shore, and destroyed by the Racoon, 18, A. Bissell, on the coast of Cuba, August 17.

*LE PAPILLON (corvette), 6: (pierced for 12) taken by the Vanguard, 74, James Walker, at St. Marc's, St. Domingo, September 4.

LE COURIER DE NANTES, (sch.) 2: taken by the Vanguard, 74, James Walker, off St. Domingo, September 5.

LA SAGESSE, 28: taken by the Theseus, 74, John Bligh, at Port Dauphin, St. Domingo, September 8.

SCHOONER, 4: taken by the Jackall schooner, Lieut. Leaver, near Nieuport, September 27.

*LE GOELAN, (bg.) 18: } Taken on the evacuation of Aux
A CUTTER.....12: } Cayes, St. Domingo, by La
Pique, 36, W. Cumberland, and Pelican, (bg.) 18, H. Whitty,
October.

LA PETITE FILLE (gun brig).....: } Taken by the Ra-
LA JEUNE ADELLE, (sch.).....6: } coon, (bg.) 18, A.
L'AMITIE (cutter), 4 guns, 6 swivels.: } Bissell, October
14. See JAMAICA STATION.

No. 86 GUN-BOAT, 2: taken by the Conflict brig, 14, Lieut. D. Chambers, off Calais, November 3.

LE MESSENGER (lugger), 6: taken by the boats of the Ville De Paris, 110, commanded by Lieut. Watts, within the rocks off Ushant, November 10.

*LE RENARD, (sch.) 12: taken by Lord Nelson's squadron in the Mediterranean, November 16.

LE VANTEUR (lugger), pierced for 16 guns, 12: taken by the Boadicea, 38, John Maitland, off Cape Finisterre, November 25.

LA BAYONNAISE, 32: chased into the bay of Cape Finisterre, by the Ardent, 64, R. Winthrop, and blown up by her own crew, at midnight, to prevent capture, November 28.

*SURVEILLANTE....40: } Surrendered, together with a
*CLORINDE.....40: } number of transports, &c. at
*VERTU.....40: } Cape François, St Domingo
CERF (bg.).....12: } (including above 5000 prison-
*LA COUVERTE (sch.) 6: } ers, the remains of the French
army commanded by Gen. Rochambeau), to the Bellerophon, 74,
and the rest of the squadron under Com. J. Loring, November 30.

No. 436 GUN-BOAT, 2: taken by the Basilisk brig, 14, W. Shephard, Home station, December 18.

1804.

No. 432 LUGGER, 2: taken by the Archer brig, 14, Lieut. J. Sheriff, January 3.

PASSE PAR TOUT (chasse-marée), 2: taken by the boats of the St. Fiorenzo, 40, J. Bingham, Malabar coast, January 14.

LE

LE CHAMEAU, 300 tons, armed with 4 guns and 2 swivels : taken off Cape La Hogue, by the Cerberus, 32, W. Selby, January 21.

Nos. 43 and 47 GUN-BRIGS, of 3 guns each, taken by the Tribune, Capt. Bennet, January 30.

No. 51 GUN-BRIG, of 3 guns, and No. 411 LUGGER, of 1 gun, taken by the Hydra, G. Mundy, January 30.

LE CURIEUX, 16 : boarded and cut out from under Fort Edward, Martinique, by four boats of the Centaur, 74, Com. S. Hood, conducted by Lieut. R. C. Reynolds, February 4.

COQUETTE, (sch.) 2, (with 95 men) : captured by the Stork sloop, 18, G. L. Geyt, Jamaica station, February 24.

COLOMBE (cutter), 4 : cut out from the harbour of Sluys, by two boats of the Cruizer and Rattler sloops, directed by Lieut. Francis Cameron ; but struck on the bar, and was burned in the night of March 8.

PENRICHE, 2 : taken near Calais, by the Harpy, 18 guns, E. Heywood, March 12.

LA TERREUR (cutter), 10 : taken by La Pique, 40, C. B. H. Ross, Jamaica station, March 18.

HIRONDELLE (cutter), 14 : taken by the Bittern sloop, R. Corbet, Mediterranean, April 28.

LA CHARANTE (corvette), 20 : } Driven aground, and burn-
LA JOIE, (bg.) 14 : } ed at the entrance of

Bordeaux River, by L'Aigle, 36, George Wolfe, July 16.

LA LAURETTE, (sch.) pierced for 16 guns, 5 : taken by the Pelican brig, 18, John Marshall, Jamaica station, August 23.

LE HAZARD (corvette), 16 : taken by the Echo sloop, 16, Edmund Boger, off Curaçoa, October 1.

GRACIEUSE, 14 : taken by the Blanche, 36, Z. Mudge, off Curaçoa, October 21.

1805.

LA PSYCHE, 36 : taken by the St. Fiorenzo, 36, H. Lambert, East Indies, lat. 19 deg. N., long. 85 deg. E., after a very spirited resistance of three hours and a half, February 14.

VILLE DE MILAN, 48 : taken by the Leander, 50, John Talbot, on the Halifax station, February 23. The Ville de Milan had previously taken the Cleopatra, 32, after a long and most determined resistance, which latter was also retaken by the Leander.

CLEOPATRA (*formerly British*), 32 : taken by the Leander, 50, John Talbot, Halifax station, February 23.

SCHOONER (name unknown), 7 : sunk by the Gracieuse, 14, T. B. Smith, Jamaica station, April 9.

L'AMITIE, (sch.) 14 : taken by the Blanche, 36, Z. Mudge, Jamaica station, June 10.

LA COLOMBE (corvette), 16 : taken by the Endymion, 44, Hon. C. Paget, June 18.

DIDON, 44 : taken by the Phoenix, 36, T. Baker, lat. 43 deg. 16 min. N., long. 12 deg. 14 min. W., August 10.

LE FAUNE (corvette), 16 : taken by the Goliath, R. Barton, and Camilla, B. W. Taylor, Channel, August 15.

LA TOUCHE (corvette), 18 : taken by the Goliath, 74, R. Barton, Channel, August 16.

L'HYPOLITE (corvette), 4, and armed with 3 swivels : run ashore and destroyed, on the Isle of Bourbon, by the Duncan, 18, Lieut. Sneyd (acting), September.

•L'ACTEON, 16: taken by the *Egyptienne*, 40, Hon. C^r E. Fleming, off Rochfort, October 2.

•CYANE (corvette), (*formerly British*) 34: taken near Tobago, by the *Princess Charlotte*, 38, G. Tobin, and carried into Grenada, October 5.

•NIAIDE (corvette), (*since Melville*) 22: taken by the *Jason*, 32, W. Champain, Leeward Island station, October 13.

•SWIFTSURE (<i>formerly British</i>), 74:	} Taken, in the grand victory off Cape Trafalgar, by the British fleet, under Vice-Adms. Lord Viscount Nelson and C. Collingwood, accompanied by
FOUGUEUX.....74:	
INDOMPTABLE.....84:	
BUCENTAURE.....80:	
BERWICK.....74:	
L'AIGLE.....74:	
ACHILLE.....74:	
REDOUTABLE.....74:	
INTREPIDE.....74:	

Rear-Adm. the Hon. Earl of Northesk, after a battle of more than four hours, October 21. See TRAFALGAR, Battle off. Of the ships mentioned in the margin, only one, the *Swiftsure*, was saved; the *Fougueux*, *Indomptable*, *Bucentaure*, *Berwick*, and *L'Aigle*, being afterwards wrecked; the *Redoutable* sunk after the action, and *L'Intrepide* was burned.

•FORMIDABLE (<i>since Braave</i>).....80:	} A part of the combined fleet which made off from the battle
•DUGUAY TROUIN (<i>since Implacable</i>) 74:	
•MONT BLANC.....74:	
•SCIPION.....74:	

off Cape Trafalgar, October 21. Taken November 3, by Com. Sir R. J. Strachan, in the *Cæsar*, 80, with the *Héro*, 74, Hon. A. H. Gardner; *Courageux*, 74, Richard Lee; and *Namur*, 74, L. W. Halsted, accompanied by the *Santa Margarita*, 36, W. Rathbone; *Æolus*, 32, Lord William Fitzroy; *Phoenix*, 36, Thomas Baker; and *Revolutionnaire*, 36, H. Hotham.

LA LIBRE, 40: taken by *La Loire*, 40, F. L. Maitland, and *L'Egyptienne*, 40, Lieut. P. C. Handfield (acting), off Rochfort, December 24.

L'ATALANTE, 40: lost off Table Bay, Cape of Good Hope, December.

1806.

•L'ALEXANDRE (<i>formerly L'Indivisible</i>), 84:	} Captured by a squadron, detached by Lord Collingwood, from off Cadiz, under Vice-Adm. Sir John Thomas Duckworth, K. B., after an action of nearly two hours duration, in the Bay of St. Domingo, West Indies, February 6.
•LE JUPITRE (<i>since Maida</i>).....74:	
•LE BRAVE (<i>since British</i>) foundered April 12. See Section VIII.....74:	
Run on shore, and afterwards burned, L'IMPERIALE (<i>formerly Vengeur</i>), Rear-Adm. Leisseigues.....120:	
DIOMEDE.....74:	

•ROLLA, (bg.) 16: taken at the Cape of Good Hope, by the squadron under the command of Sir Home Popham, February 21.

LE FURET, (bg.) 20: cut off from four frigates by the *Hydra*, off Cadiz, February 27.

•VOLONTAIRE,

*VOLONTAIRE, 46: surrendered, without firing a shot, to the Diadem, 64, Com. Sir Home Popham, Capt. W. King, after having been chased into Table Bay by the gallant and officer-like conduct of Capt. R. Donelly, commander of the *Narcissus*, 32, and Capt. J. Rowley of the *Raisonné*, 74, Cape of Good Hope station, March 4.

*LA BERGERE (corvette), 18: taken in the most gallant manner, by the *Sirius*, W. Prouse, Mediterranean, April 17.

TREMEUSE, (sch.) 3: taken by the *Woolverine*, 18, F. A. Collier, West Indies, March 12.

*MARENGO (Adm. Linois) 74: } Taken by the *Foudroyant*,

*BELLE POULE40: } 80, Vice-Adm. Sir J. B. Warren, Capt. J. C. White; the *London*, 98, Sir H. B. Neale; and the *Amazon*, 38, W. Parker, March 13, on a cruise to the westward.

*LA LUTINE (corvette), since *Hawke* 18: taken by the *Carysfort*, 28, K. M'Kenzie, and *Agamemnon*, 64, Sir E. Berry, by the former of whom she was chased for thirty-six hours, and surrendered two hours after the junction of the *Agamemnon*. *Leward Island Station*, March 24.

*PHAETON, (bg.) since *Mignonne*, 16: } Taken, after an ac-
VOLTIGEUR, (bg.) since *Pelican*, 16: } tion of great re-
ciprocal bravery, by *La Pique*, 36, C. B. H. Ross. *Jamaica Sta-
tion*, March 26.

LE NEARQUE, 16: taken by the *Niobe*, 38, J. W. Loring, off L'Orient, on March 28.

TRAPAGEUSE (corvette), and 95 men, 14: cut out of the river Bourdeaux, by the boats of the *Pallas*, Right Hon. Lord Cochrane, on the night of April 5.

MALICIEUSE ..18: } Driven on shore at the mouth of the

LA GARONNE, 24: } river, by the *Pallas*, 32, Right Hon.

LA GLOIRE22: } Lord Cochrane, April 6.

LE PANDOUR (corvette), 18: taken by the squadron under the command of Rear-Adm. Stirling, N. lat. 47 deg. 17 min., long. 7 deg. 10 min. W., Irish Station, May 1.

*DILIGENTE (since *Wolfe*), 16: taken by the *Renard* sloop, 18, J. Coghlan, *Jamaica Station*, May 18.

IMPERIALE, (sch.) 3: taken by the *Cygné* sloop, 18, R. B. Campbell, near *Dominica*, May 24.

*L'OBSERVATEUR (pierced for 20), 18: taken by the *Tartar*, 32, E. Hawker, June 9, West Indies.

CÉSAR (corvette), 18: taken by a division of boats detached from Sir S. Hood's squadron, under the command of Lieut. E. R. Sibly, in *Verdun Roads*, July 15.

CHARLES (ketch), 3: taken at *Rodrigues*, July 15, by the *Seafarer* brig.

*LE RHIN, 50: struck, without firing a gun, July 18, to the *Mars*, 74, R. D. Oliver, *Rochfort station*, in sight of three frigates, by whom *Le Rhin* was accompanied.

*GUERRIER, 50: taken off the *Faro Islands*, by the *Blanche*, 38, Thomas Lavie, after a spirited action of forty-five minutes, July 19.

L'IMPETUEUX, 74: taken by *Le Belleisle*, 74, W. Hargood, off *Cape Henry*, in company with the *Bellona* and *Melampus*; afterwards burned by the captors, September 14.

• LA GLOIRE.....46: } Taken by the squadron
 • L'INFATIGABLE.....44: } under the command
 • LA MINERVE (since *Alceste*)..44: } of Sir Samuel Hood,
 • L'ARMIDE.....44: } Rochfort station,

September 25.

L'EMILIEU (corvette), 18: taken, East India station, by the Culloden, 74, C. Cole, September 25.

NAPOLEON, (sch.) 1: taken by the Diligente brig, 16, C. Foote, Jamaica station.

LE PRESIDENT, 44: struck, after seventeen hours chase, lat. 47 deg. 17 min. N., long. 6 deg. 52 min. W., to the Despatch brig, 18, E. Hawkins, belonging to the squadron under the command of Rear-Adm. Sir T. Louis, baronet, September 27. The Despatch maintained this unequal contest, in a truly gallant style, for upwards of an hour, at the distance of between three and four miles from the rest of the squadron.

MANOTTE, (alp.) } Taken by the cutters of the Dominica
 DOLPHIN, (slp.) } gun-brig, 14, Lieut. W. Dean, from
 under the batteries near St. Pierre, Martinique, October 2.

LA CHIFFONNE, (sch.) : taken by the Dominica gun-brig, 14, Lieut. W. Dean, October 4.

LA SALAMANDRE (flute), 26: run on shore, captured and burnt, under the batteries of St. Maloes, by the Constance, 22, A. S. Burrowes, in conjunction with the Sheldrake, 16, John Thicknesse; Strenuous gun-brig, 14, Lieut. Jphn Nugent; and Britannia, hired cutter. La Constance was also destroyed, October 12. See HOME STATION.

REUNION, (sch.) 10: taken by the boats of the Galatea, 32, G. Sayer, off Guadeloupe, November 12.

1807.

LE CREOLE, 1: taken (Leeward Island station) by a boat of the Circe, 32, H. Pigott, manned by six individuals, commanded by Lieut. Thomas, who very gallantly carried her without any assistance, January 2.

LE LYNX (corvette), (since *Heureux*), 16: taken by the boats of the Galatea, 32, G. Sayer, under the command of Lieut. William Coombe, off the coast of Caraccas, January 21. See LEEWARD ISLAND STATION.

LA FAVOURITE (formerly *British*), 29: taken off the coast of Guayana, by the Jason, 32, F. Cochrane, January 28.

DAUPHIN, (sch.) 3: taken off Cape Raphael, Jamaica station, by La Bacchante, 20, J. R. Dacres, February 14.

JASEUR, 12: taken eight leagues south-east of the little Andaman, by the Bombay, 38, W. J. Lye, East Indies, July 10.

LA MUSQUITO, 8: taken by the Lark, 18, R. Nicholas, and Ferret brig, 18, G. Lennox, Jamaica station, August 23.

SUCCES (cutter), 10: taken in the Mediterranean, by La Volage, 22, P. L. Rosenhagen, November 6.

1808.

LE CANNONIER, No. 1, 3: cut out, while at anchor under Fort St. Pedro, at the mouth of the Tagus, by the cutter and jolly boat,

boat, under the direction of Mr. Robert Trist, of the *Confiance*, 22, J. L. Yeo, February 13.

PIEDMONTAISE, 50: taken in the East Indies, by the *St. Fiorenzo*, 36, G. N. Hardinge, March 8, after an action of three successive days, on the last of which the British commander unfortunately fell.

L'APROPOS (corvette), 8: driven aground in Vivero harbour, the evening of March 13, by the *Emerald*, 36, F. L. Maitland; and afterwards burned by a detachment under Lieut. Bertram.

FRIEDLAND (Italian), 16: taken, March 26, off Cape Blanco, by the *Standard*, 64, Thomas Harvey, in company with the *Active* frigate.

IL RONCO, 16: taken, May 2, several miles north-west of Cape Promontoro, by the *Unité*, 40, P. Campbell.

GRIFFON, 16: taken by the *Bacchante*, 22, J. H. Inglefield, off Cape Antonio, May 11.

NETTUNO (Italian brig), 16: } Taken by the *Unité*, 40, P.
TOULIE (Italian brig) ... 16: } Campbell, in the Mediter-
ranean, June 1.

NEPTUNE (Adm. Rossilly), 84: }

ALGESIRAS 74: } Surrendered June 14, in

PLUTON 74: } Cadiz harbour, to the

HEROS 74: } attack of the Spanish

ARGONAUTE 74: } patriots.

CORNELIE 40: }

ORTENZIA (Italian schooner), 16: taken by the *Minstrel*, 18,

Mediterranean, July 16.

LE SERPENT (corvette), 18: taken by the *Acasta*, 40, P. Beaver, off La Guira, July 17.

REQUIN, (bg.) 16: taken by the *Volage*, 22, P. L. J. Rosenhagen, in the Mediterranean, July 28.

SYLPHE, 16: taken by the *Comet*, 16, C. F. Daly, on the Channel station, August 9.

ARTEMISE, 40: chased on shore, off Brest, and burned by the *Minerva* frigate.

MOUCHE, (sch.) taken by the *Cossack*, 22, G. Digby, Channel.

ESPIEGLE (corvette), 16: taken by the *Sybille*, 38, C. Upton, Channel, September 15.

THETIS, 44: taken by the *Amethyst*, 36, M. Seymour, off L'Orient, November 10.

1809.

LA GAULOISE (cutter), 7: } Taken by the *Imperieuse*, 36,
LA JULIE (lugger) 5: } Right Hon. Lord Cochrane,
in the Mediterranean, January 2.

IRIS, 24: taken in the North Sea, after a chase of twenty-eight hours, by the *Amiable*, 32, Lord G. Stewart, January 2.

HEBE (since *Ganymede*), 20: taken by the *Loire*, 38, A. W. Schomberg, January 5.

COLIBRI, (bg.) 16: taken *ampus*, 36, Edward

Hawker, Halifax station, Janus *St. Daloupe*, by the

TOPAZE (since *Jewel*), *and Hazard*,

Cleopatra, 32, S. J. Pechell; *Jé*

18, H. Cameron, January 22.

JUNON,

*JUNON, 44: taken on the Halifax station, by the Horatio, 38, G. Scott; Latona, 38, H. Pigot; and Driver sloop, C. Claridge, February 10.

VAR, 32: taken by the Belle Poule, 36, J. Brisbane, off Corfu, Mediterranean, February 15.

ITALIENNE, 40: } Driven on shore, under the batteries of
CALYPSO 40: } Sable D'Olonne (and afterwards went
CYBELE 40: } to pieces), by the Caesar, 80, Hon.
Rear-Adm. Stopford; with the Defiance, 74, H. Hotham; Donegal, 74, P. Heywood; and Amelia, 38, Hon. F. P. Irby, February 24.

AMPHITRITE, 44: } Burnt by the enemy, at Martinique, to
ROSSOLLIS 18: } prevent the British taking possession,
CARNATION 18: } February.

*DILIGENTE (corvette), (since *St. Pierre*) 20: taken at the capture of Martinique, February.

JOSEPH (felucca), 3: cut out from the batteries of St. Domingo, in a most gallant manner, by the boats of the Argo, 44, under the command of Lieut. C. Frazer, March 10.

*LA NIEMEN, 44: taken, April 6, off the French coast, by the Amethyst, 36, M. Seymour.

VILLE DE VARSOVIE, 80: } Destroyed at their anchorage,
TONNERRE 74: } in Basque Roads, by a
AQUILON 74: } squadron of ships and five
CALCUTTA 56: } vessels, detached from the
INDIENNE 40: } blockading fleet, by Adm.
Lord Gambier, under the orders of Capt. Right Hon. Lord Cochrane, in the Imperieuse, April 12.

*HAUTPOULT, 74: taken off Porto-Rico, after a severe contest of two hours, by the Pompée, 80, W. C. Fahie; and Castor, 32, W. Roberts, April 17.

LA CHAMPENOITE, 12: taken off Toulon, by the Renown, 74, P. C. Durham, May 4.

BEAU NARCISSE, 8: taken by the Moselle, 18, Henry Boys, West Indies, May 28.

*LA FELICITE, 42: taken by the Latona, 38, Capt. Pigot, West Indies, June 18.

LA MOUCHE (corvette), ... 20: }
LA REJOUE, (bg.) 14: } Taken by the Amelia (in
LA MOUCHE, No. 7, (sch.) 4: } company with the Sta-
LA LEGERE, (bg.) 2: } tira), off St. Andero,
NOTRE DAME, (bg.) 2: } June.

*LA FURIEUSE, 20, (pierced 48): taken by the Bonne Citoyenne, 18, Capt. Mounsey, Atlantic, July 6.

JASON, 16: taken by the Helena, 18, off Ireland, September 1.

JEAN BART, 4: taken by the Nassau, 64, R. Campbell, off the Start, September 1.

AURORE, 16: taken by the Plover, Philip Browne, off Beachy Head, September 18.

ZEPHYR (corvette): taken by the Seine, D. Atkins, October.

AMETHYST, 14: taken by the Minerva, 32, Richard Hawkins, October.

INCOMPARABLE, (bg.) 8: taken by the Emerald, 36, F. L. Maitland, off the coast of Ireland, October.

L'HIRONDELLE, (sch.) 16: taken by the Plover, Philip Browne, off Falmouth, October 22.

RODEUR,

RODEUR, (bg.) 16: taken by the Seine, D. Atkins, off Bourdeaux, October 26.

ROBUST...84: } Burnt by their crews, to prevent being taken
LEON....74: } by Rear-Adm. Martin, Mediterranean, October 26.

LE MILAN (corvette), 18: taken by the Surveillante, G. R. Collier, off Uahant, October 30.

L'ETOILE, 14: taken by the Euryalus, 36, Hon. C. H. L. Dundas, off Cherbourg, November.

LE FANFARON (corvette), 16: taken by the Emerald, 36, F. L. Maitland, off Guadaloupe, November 6.

BASQUE, 16: taken by the Druid, 32, Sir W. Bolton, November 13.

REVENGE, 16: taken by the Helena, 18, J. A. Worth, November 13.

LE GRAND NAPOLEON, 18: taken by the Royalist, John Maxwell, between Dungeness and the South Foreland, November 17.

L'INTREPIDE, 20: taken by the Vestal, E. L. Graham, near Newfoundland, November 19.

LA COMTESSE LAWRE, 16: taken by the Surveillante, G. R. Collier, December 3.

L'HEUREUSE ETOILE, 2: taken by the Royalist, John Maxwell, December 6.

MARAUDEUR, 14: taken by the Rinaldo, J. Anderson, between Dungeness and South Foreland, December 7.

LE GRAND RODEUR, 16: taken by the Redpole, Colin Macdonald, December 10.

LE BEAU MARSEILLE, 14: taken by the Royalist, John Maxwell, December 10.

LE NISUS: taken by the Thetis, George Miller, at Guadaloupe, December 12.

LE BEARNAIS, 16: taken by the Melampus, E. Hawker, West Indies, December 14.

L'AIGLE, 14: taken by the Pylades, G. Ferguson, December 14.

LOIRE....44: } Destroyed by the Blonde, Thetis, Cygnet,
SEINE....44: } Hazard, and Ringdove, in L'Ance la Barque,
Guadaloupe, December 18.

LE PAPILLON, 4: taken, off Guadaloupe, by the Rosamond, B. Walker, December 19.

LE FRANCOIS, 14: taken by the Royalist, John Maxwell, December 31.

JOUBERT.....8: }
MENTOR.....6: } Taken by the Topaze.

ESPERANCE...3: }

FIDELLE (since *Bourbonaise*), 36: taken at the surrender of Flushing.

1810.

L'ORESTE, 14: taken, off Guadaloupe, by the Scorpion, F. Stanfell, January 12.

CONFIANCE, 14: taken by the Valiant, 74, J. Bligh, February 3.

NECESSITEE,

NECESSITEE, 23 (*pierced for 40*): taken, after a long chase, by the Horatio, G. Scott, March 21.

*ESPERANCE (late British ship *Laurel*, 22): taken by the Unicorn, A. R. Kerr, from the Isle of France, April 12.

SPARVIERE, 8: taken by the Spartan, 33, J. Brenton, in the Gulf of Naples, May 3.

CANNONNIERE, 3: taken, off the river Vilaine, by the Nonpareil, 14, J. Dickenson, May 10.

MINERVE (corvette), 18: taken by the Bustard, J. D. Markland, May 17.

LA VENUS (since *Nercide*), 44: taken by the Boadicea, 33 guns, Capt. J. Rowley, off St. Paul's Road, Isle of Bourbon, September 18.

*L'ASTREE.....44:	} Captured by Vice-Admiral Bertie's squadron, at the surrender of the Isle of France, in Port Louis, December 6.
*LA BELLONE.....48:	
LA MINERVE.....52:	
LA MANCHE.....44:	
IPHIGENIA.....36:	
NEREIDE (<i>formerly English</i>).....36:	
LE VICTOR.....22:	
CORVETTE, L'ENTREPRENANTE, & NAME UNKNOWN, brigs of 14 guns each:	
FIVE GUN BOATS.....:	
CEYLON, 30; CHARLTON, 30; UNITED KINGDOM, 30 (prison ships, <i>formerly English East Indiamen</i>), and 24 Transports and Merchant Ships, from 1000 to 60 Tons. . .:	

L'ELIZA (frigate), 40: destroyed by the boats of the Diana, Capt. Grant, under the guns of the batteries of Tatihou, near Cape La Hogue, December 25.

1811.

LA FAVORITE (<i>burnt</i>) 44:	} Taken by the Amphion, 32; Active, 36; Cerberus, 32; and Volage 22, in the Adriatic, March 13, under the orders of Capt. Hoste, of the Amphion.
CORONA.....44:	
BELLONA.....32:	

Another frigate, LA FLORE, of 44 guns, also struck her colours, but escaped, owing to the disabled state of the English ships. See Lissa.

L'ETOURDIE, (bg.) 18: burnt by her crew in the isle of Monto Christo, whither she had been chased by the Pomone, 38, R. Barrie, March 14.

AMAZONE, 40: burnt by her own crew, having been chased into a bay near Barfleur, by the Berwick, 74, J. Macnamara, March 25.

DROMEDAIRE (frigate), laden with stores: captured by the Ajax, 74, R. W. Otway, and Unité, 40, P. Campbell, off Élba, March 30.

LA GIRAFFE (frigate). . .: } Laden with stores; took fire and LA NOURRICE (frigate): } blew up in action with the boats of the Pomone, 38, R. Barrie; Unité, 40, P. Campbell; and Scout, (bg.) A. R. Sharpe, in Sagone Bay, Corsica, May 1.

CANNONNIER, (bg.) 11 guns and 4 swivels: captured by the Scylla, (slp.) 18, A. Atcheson, off Isle de Bas, May 8.

LA

LA RENOMME, 44: captured by Capt. C. M. Schomberg, of the *Astrea*, 36; *Phœbe*, 36, J. Hillyar; *Galatea*, 36, W. Losack; and *Race-Horse*, (slp.) 18, J. De Rippe, off Madagascar, May 20.
LA NEREIDÉ, 44: captured by the same ships at Tamative, May 26. See MADAGASCAR.

HERON, (bg.) 10: taken by the *Hawke*, 16, H. Bouchier, Channel, August 19.

TEAZER (*formerly British*), (captured) 14: } Driven on
LE PLUVIER, (bg.) 16: } shore and
burnt in the Gironde, by the *Diana*, 38, W. Ferris, and *Semiramis*,
36, C. Richardson, August 24.

LA VILLE DE LYONS (praam), 12: taken by a squadron, under the command of Capt. P. Carteret, September 21.

LA CORCEYRE, 28 (*pierced for* 40): taken off Fano, in the Gulf of Venice, by the *Eagle*, 74, C. Rowley, November 27.

LA POMONE 40: } Captured by the *Alceste*, M.
LA PERSANNE, (S. S.) 29: } Maxwell; Unité, E. H. Chamberlayne; and *Active*, J. A. Gordon, in the Adriatic, November 29.

SETTEE 8: } Captured off Bastia, by the boats of the *Sul-*
BRIG 6: } tan, 74, — West, under the direction of
Lieuts. Anderson and Woodcock, December 4.

FLORE, 40: wrecked in the Adriatic this year; date unknown.

LA VICTOIRE, 16: taken by the *Zephyr*, 16, F. G. Dickens, off Dieppe.

1812.

MERINOS, 20 (*pierced for* 36): taken by the *Apollo*, 38, Capt. Taylor, February 13.

RIVOLI 80: } Taken, in the Gulf of Venice, by
MERCURY (*blown up*) 20: } the *Victorious*, 74, J. Talbot,
and *Weazel*, 18, J. W. Andrew, February 21.

ST. JOSEPH (*pierced for* 16): taken by the boats of the *Menelaus*, P. Parker, under the direction of Lieut. Rowland Mainwaring, off Frejus, February 29.

THREE BRIGS, each 4: taken, off Dieppe, by the *Rosario*, 20, B. Harvey, and *Griffin*, 18, G. Trollope, March 27.

L'ARIANE 44: } Burnt and destroyed at the entrance
L'ANDROMACHE 44: } of L'Orient, by the *Northumber-*
MAMELUKE 18: } land, 74, Hon. H. Hotham, and
Growler (gun-brig), 18, J. Weeks, May 22.

LA DORADE, (S. S.) 14: taken by the boats of the *Medusa*, 32, under the command of Lieut. Josiah Thompson, June 5.

LA TISIPHONE (xebec) 3: } Cut out of Port Lena, in the
No. 1 GUN-BOAT 3: } Adriatic, by the boats of the
No. 2 GUN-BOAT 1: } *Bacchante*, 38, W. Hoste,
under the direction of Lieut. O'Brien, August 31.

DANAE, 40: burnt by accident in Trieste harbour, at midnight; crew perished, September 9.

ULYSSE (xebec), 6: taken by the *Apollo*, 38, W. B. Taylor, off Corfu, September 20.

BRIG (*name unknown*), 22: driven on shore and wrecked or Isle Dieu, by the *Dryad*, 36, E. Galway, December 23.

1813.

- L'INDOMPTABLE.2: } Taken by the boats of the Bacchante,
 LA DILIGENTE...2: } under the command of Lieuts.
 L'ARROGANTE...2: } O'Brien, Hood, and Gosling; and
 LA SALAMINO...2: } the boats of the Weazle, Lieut.
 LA CALYPSO.....1: } Whaley, January 6.
 GUN-BOAT, No. 8, 1: cut out under a heavy fire of mus-
 ketry, by the boats of the Havannah, 36, G. Cadogan, under the
 direction of Lieut. W. Hamley, January 6.
 LA VELOCE, 1: taken by the Cerberus, January 29.
 FOUR GUN-BOATS (*names unknown*): destroyed on the
 coast of Manfredonia, by the boats of the Havannah, 36, under the
 command of Lieut. Lumley, February 7.
 L'ALCINOUS.....2: } Taken by the Bacchante,
 LA VIGILANTE (despatch-boat).: } 38, Capt. Hoste, off
 Otranto, February 14.
 LA FORTUNE (xebec), 10: taken by the boats of the Ber-
 wick, 74, and Euryalus, 36, under the command of Lieuts. Sweed-
 land and White, May 16.
 TWO GUN-BOATS, of 3 each: taken by the boats of the
 Apollo, 38, and Cerberus, 32, under the command of Lieut. Nares
 and Mr. Hutchinson, off Fano, May 27.
 L'AGILE, 8: taken by the Alcmena, 38, June 8.
 TWO GUN BOATS, each 1: taken by the Havannah, 36,
 and Partridge, 16, July 18.
 LA TONNANTE.2: } Taken by the Weazle, 16, J. Black,
 L'AUGUSTE2: } August 24.
 LUGGER, No. 961, 6: taken by the Wolverine, 16, C. Kerr,
 October 7.
 FLIBUSTIER, 22: destroyed by the Telegraph schooner, 12,
 Lieut. T. Scriven, October 13.
 TWO GUN-BOATS, each 2: } Taken by the boats of the
 TWO DITTO.....1: } Bacchante, 38, under the
 command of Lieut. J. Harper, October 13.
 WESER, 44: taken, off Ushant, by the Scylla, 16, and Royal-
 ist, 16, the Rippon, 74, in sight, October 20.
 LA TRAVE, 44: taken by the Andromache, 38, G. Tobin,
 after a short action of thirteen minutes, October 23.
 TWO CORVETTES (*building*): } Taken, by a gun-boat
 TWO GUN-BRIGS.....: } and a division of row-
 boats, under the orders of Capt. M'Kerlie, October 31.
 PROSPERE, (sch.) 5: taken by the Andromache, 38, G. To-
 bin, on the coast of France, December 20.
 BALEINE, (S. S.) 22: driven on the rocks and bilged in Calvi
 Bay, by the Euryalus, — Napier, December 23.
 LA FLECHE, (sch.) 12: taken by the Alcmena, 38, J. Cog-
 lan, December 23.

1814.

- IPHIGENIE.44: } Taken, off Madeira, by the Venerable,
 ALCMENE..44: } 74, Rear-Adm. P. C. Durham; and
 Cyane, 20, T. Forrest, January 16 and 20.

LA

CERES, 44: taken by the Niger, 38, P. Rainier, and Tagus, 36, P. Ripon, off the Cape Verd Islands, January 6.

URANIE, 44: destroyed at Brindisi, to prevent her falling into the hands of the Apollo and Havannah, February 3.

TERPSICHORE, 44: taken in lat. 36 deg. 41 min. N., long. 22 deg. 11 min. W., by the Majestic, 54, Capt. John Hayes, February 3.

LA CLORINDE, 44: taken by the Eurotas, 38, Capt. Phillimore, after a severe action, February 25. See HOME STATION.

L'ALCYON, 16: taken by the Ajax, Capt. Otway, March 17.

SULTANE, 44: taken by the Hannibal, 74, Capt. Sir M. Seymour, off Cherbourg, March 27.

L'ETOILE, 44: taken by the Hebrus, 36, Capt. Palmer, off Cape La Hague, March 27.

A GUN-BRIG	} Captured by the advanced boats of the British squad- ron, in the Gironde, un- der the command of Lt. Dunlop, of the Forcu-
SIX GUN-BOATS	
A SCHOONER	
THREE CHASSE-MAREES ..	
AN IMPERIAL BARGE	

pine, April 2.

A GUN-BRIG	} Burnt by ditto.
TWO GUN-BOATS ...	
ONE CHASSE-MAREE :	

REGULUS, 74: three brigs of war and other vessels, burned by the enemy in the Gironde, in the night of the 6th of April, to prevent their falling into the hands of the British.

L'AIGLE (xebec), 6 guns, 1 howitzer, and 2 swivels: captured by the boats of the Elizabeth, 74, under Lieut. Roberts, near Corfu town, May 25.

SECTION II.

DUTCH NATIONAL SHIPS, LOST, TAKEN, OR DESTROYED.

The first Order of the British Government, for the Seizure and Detention of Dutch ships, provisionally, was dated February 9, 1795; and His Majesty's Order of Council, for making General Reprisals, was dated September 15 following.

1795.

*WILLIAMSTADT (since *Princess*), 26: } Taken by the
STAR (armed brig)..... 14: { squadron under
Vice-Adm. the Hon. Sir G. K. Elphinstone, K. B. in Simon's Bay,
Cape of Good Hope, August 13.

DE BRAK (cutter), 14: detained by the Fortune, 16, F. Wooldridge, at Falmouth, August 20. Afterwards in the British service, and lost May 23, 1798. See Section VIII.

*ALLIANCE (since 20), 36: taken by the Stag, 32, J. S. Yorke; in company with the Réunion, 36, J. Alms; Isis, 50, R. Watson; and Vestal, 28, C. White; off the coast of Norway, August 22.

P p

*COMET

*COMET (since *Penguin*), 18: taken by the Unicorn, 32, T. Williams, on the Irish station, August 28.

*OVERYSSEL, 64: taken possession of at Cork, by the Polyphemus, 64, G. Lumsdaine, October 22.

MARIA LOUISA (packet), 14: taken by the Rattlesnake, 16, E. Ramage, off the Cape of Good Hope, October.

1796.

*ZEPHYR (since *Eurus*), 32: taken possession of by the Andromeda, 32, W. Taylor; Ranger, 16, J. Hardy; and Kite, 18, M. Malbon; in the Frith of Forth, March.

*ZEELAND... 64:

*BRAKEL... 54:

*THOOLEN... 36:

MIERMIN (bg.)... 16:

PYL (bg.)... 16:

THETIS... 24:

ZEE MEEUV... 12:

} Taken possession of, as prizes, at Plymouth, by Vice-Adm. Richard Onslow, and the ships of war at that port, March 4.

} Taken at the surrender of Demerary, April 23. The Thetis was afterwards sunk at Demerary, and the Zee Meeuv lost.

*ARGO (since *Janus*, 32), 36: taken by the Phoenix, 36, L. W. Halsted, detached from the fleet of Adm. Duncan, in the North Sea, May 12.

ECHO (bg.)... 18: } Run on shore by the Pegasus, 28, DE GIER (bg.)... 14: } R. Donelly, detached from the fleet of Adm. Duncan, on the coast of Friezland, May 12.

MERCURY, (bg.) 16: taken by the Sylph, 16, J. C. White (in sight of the fleet under Adm. Duncan), off the Texel, May 12. Afterwards in the British service, named the *Hermes*, and lost January 1797. See Section VIII.

JASON (afterwards *Proselyte*), 32: Brought into Greenock by her own crew, who mutinied, and taken possession of by the Penguin, 18, J. K. Pulling, June 3. Lost in the British service, September 4, 1801.

BATAVE, 12: taken by the Roebuck, 44, A. S. Burrows, off Barbadoes, July 6.

*HAERLEM, (bg.) (since *Amboyne*), 10: taken by the squadron under Rear-Adm. P. Rainier, in the East Indies.

*DORTRECHT... 64:

*REVOLUTIE (since *Prince Frederick*), 64:

*VAN TROMP... 54:

*CASTOR (since *Saldanha*, 36) ... 44:

*BRAAVE... 40:

BELLONA (afterwards *Vindictive*)... 26:

*SIRENE (since *Laurel*)... 26:

HAVICK... 18:

MARIA (store-ship)...

} Surrendered by Rear-Adm Engelbertus Lucas, on capitulation to, and taken possession of by, the squadron under Vice-Adm. the Hon. Sir G. K. Elphinstone, K. B. in Saldanha Bay, near the Cape of Good Hope, without firing a gun, August 17. The British squadron consisted of the Monarch, 74, Vice-Adm. the Hon. Sir G. K. Elphinstone, Capt. John Elphinstone; Tremendous, 74, Rear-Adm. T. Pringle, Capt. John Aylmer; America, 64, Com. J. Blauvelt; Stately, 64, B. Douglas; Ruby, 64, J. Waller; Sceptre, 64, W. Essington; Trident, 64, E. O. Osborn; Jupiter, 50, G. Losack; Crescent, 36, E. Buller; Sphinx, 24,

24, A. Todd; Moselle, 16, Charles Brisbane; Rattlesnake, 16, E. Ramage; Echo, 16, John Turner; and Hope sloop, J. Alexander. The Havick was lost in the British service, November 9, 1800.

1797.

VREYHEID (<i>Liberty</i>) Adm.		
de Winter	74:	
*JUPITER (since <i>Camperdown</i>), Vice-Adm. Reyntjes,	74:	
*HAERLEM	68:	Taken by the fleet under Adm. Adam Duncan, off Camperdown, on the coast of Holland, October 11.
*ADMIRAL DEVRIES	68:	
*GELYKHEID (<i>Equality</i>)	68:	
*WASSENAER	64:	
*HERCULES (since <i>Delft</i>)	64:	
DELFT	56:	
*ALKMAAR	56:	
MUNNIKKENDAM	44:	
AMBUSCADE	32:	
YONGE FRANK (slp.)	10:	Taken at Ternate; } With several smaller vessels; by the Resistance,
YONGE LANSIN (slp.)	10:	
WALKER (slp.)	10:	
LIMBI (ketch)	6:	
RESOURCE (bg.)	6:	
		Timor;

44, E. Pakenham, East Indies.

1798.

*WAAKZAMHEID	26:	Taken by the Sirius, 36, R. King, in the North Sea, October 24.
*FURIE (since <i>Wilhelmina</i>),	36:	

1799.

HELENA (prow) 8:	} Taken by La Virginie, 44, G. Astle, East Indies, April 26.
HELENA (bg.) .12:	
BRAAK (bg.) . . .12:	
BRIG (name unknown), 6: taken by the Arrogant, 64, E. O. Osborn; and Orpheus, 36, W. Hills, East Indies, May 24.	
CRASH (G. V. armed with <i>coronades</i>), 12: captured from the British, August 26, 1798. Cut out and retaken, after an obstinate resistance, by the boats of the Pylades sloop, 18, A. Mackenzie; L'Espiegle brig, 16, J. Boorder; and Courier cutter, 12, Lieut. T. Searle; from Shiermonnikoog, on the coast of Holland, August 11. At the same time a schooner of 70 men was burnt, and a row-boat of 30 men taken.	
UNDAUNTED, (G. B.) 2: taken by the boats of the Pylades sloop, 18, and others, under the direction of Lieuts. Campbell and Humphries, within the island of Shiermonnikoog, coast of Holland, August 13.	
VENGEA . . . . .	) prevent being taken by ditto, August

*CAMPHAAN, (bg.) 16: taken at the capitulation of Surinam, by the squadron under Vice-Adm. Lord Hugh Seymour, August 20.
 VERWACHTEN 66: } Taken possession of, under the orders of Adm.
 BROEDERSCHAP 54: } Lord Viscount Duncan, by the squadron
 *HECTOR (since *Pandour*) 44: } of Vice-Adm. A. Mitchell, consisting of the
 DUIFZE 44: } ships hereafter mentioned, in the New
 EXPEDITIE 44: } Deep, in the Texel,
 BELLE ANTOINETTE 44: } August 28, being the
 CONSTITUTIE 44: } day on which the British
 UNIE 44: } troops took possession
 *HELDIN 28: } of the Helder-
 *MINERVA (since *Braak*) 24: } Point. Besides which were taken the Dreigherlahn, Howda, and
 *VENUS (since *L'Amaranthe*) 24: }
 POLLOCK 24: }
 ALARM 24: }

Point. Besides which were taken the Dreigherlahn, Howda, and

Vreedelust, Indiamen, and a sheer-hulk.
 *WASHINGTON, Rear-Adm. Story, } Surrendered to
 (since *Princess of Orange*) 74: } Vice-Adm. Mitchell's squadron
 *GUELDERLAND 68: } within the Texel,
 *ADMIRAL DE RUYTER 68: } August 30,
 UTRECHT 68: } without firing a
 *CERBERUS (since *Texel*) 68: } gun. The British
 *LEYDEN 68: } squadron
 *BESCHERMER 54: } consisted of the
 *BATAVIER 54: } Glatton, 54, C.
 *AMPHITRITE 44: } Cobb; Romney,
 *MARS (since *Vlieter*) 44: } 50, J. Lawford;
 *AMBUSCADE 32: } Isis, 50, Vice-
 *GALATHEE 16: }

Adm. Mitchell, and Capt. J. Oughton; Veteran, 64, A. C. Dickson; Ardent, 64, T. Bertie; Beliquieux, 64, R. Bulteel; Monmouth, 64, G. Hart; Overysel, 64, J. Bazely; Mistloff, 66 (*Russian*), A. Moller; Melpomene, 44, Sir C. Hamilton; Latona, 38, F. Sotheron; Shannon, 32, C. D. Pater; Juno, 32, G. Dundas; and Lutine, 32, L. Skynner. The *Ratvisan*, Russian ship, and America, 64, J. Smith, grounded in going in, and the squadron were thus deprived of their assistance.

DE VALK, 20: taken possession of by Vice-Adm. Mitchell, in the Zuyder-Zee; but lost on the Island of Ameland, November 10, and only 29 persons saved.

DE DRAAK 24: } Taken by the Arrow, 30, N. Portlock,
 *DE GIER (bg.) 14: } and Wolverine, (G. V.) 12, W. Bolton, in the Vlie, near the Texel, September, 12. De Draak was afterwards destroyed as unserviceable.

*DOLFYN (since *Dolphin*), 24: surrendered to the Arrow, 30, N. Portlock, and Wolverine, (G. V.) 12, W. Bolton, at the Vlie Island, September 15.

LYNX (slp.) 12: } Taken in the River Ems, by a coup
 PERSEUS (sch.) 8: } *de main*, by the boats of the Circe, 28, R. Winthrop, and Hawke, cutter, 12, Lieut. Matthew Buckle, under the direction of Lieuts. Maughan and Pawle, in the night of October 9.

FOUR GUN-BOATS, each 4 guns: cut out and taken from the Pampus, coast of Holland, by the boats of the Dart, 30, P. Campbell,

bell, and of the gun-vessels, Hasty, Defender, Cracker, and Isis, schoot, October.

1800.

*A BRIG (since *Rainier*), 16: taken at Guypers Island, East Indies, by the *Dædalus*, 32, H. L. Ball; Centurion, 50, J. S. Rainier; Braave, 40, T. Alexander; and La Sybille, 44, C. Adam, August 23.

FIVE GUN-BOATS: burned in Carawang River, East Indies, by the *Rainier*, brig 16, Lieut. W. H. Dobbie, October 28.

1803.

DE HAASJE, (bg.) 6: taken by the *Caroline*, 36, B. W. Page, near the Cape of Good Hope, August 2.

*HIPPOCENES (corvette), (pierced for 18) 18: taken at the surrender of Demerara and Essequibo, to the naval and military forces, under Com. S. Hood and Gen. Grinfield, September 20.

SERPENT, (sch.): taken at the surrender of Berbice to Capt. L. O. Bland, of the *Heureux*, 24, September 26.

1804.

DRAAK, (sch.) 5: taken by the *Lilly*, sloop, 18, W. Lyall, near Bermuda, March 1.

ANTELOPE, 5: taken, at night, by the pinnace and cutter of the *Stork*, 18, G. Le Geyt, West Indies, March 23.

ATALANTA, (bg.) 16: taken, at anchor in the Vliec-stream, by the *Scorpion* brig, 18, G. N. Hardinge, and *Beaver* sloop, 18, Charles Pelly, in the night of March 31.

*PROSERPINE (since <i>Amsterdam</i>) . . . 32:	} Taken at the surrender of Surinam, by the naval and military forces, under Com. S. Hood, and Major-Gen. Sir Charles Green, May 4.
*PYLADES (corvette), (since <i>Surinam</i>) 18:	
GEORGE (sch.) 10:	
SEVEN GUN-BOATS :	

ONE SCHUYT, No. 98, taken, and five sunk, by Sir Sidney Smith's squadron, between Flushing and Ostend, May 16.

1805.

SEVEN SCHUYTS: taken by the squadron under Rear-Adm. Douglas, off Cape Grisnez, April 24.

1806.

BATO, 68: burned in Table Bay, by the Dutch, to the water's edge, at the surrender of the Cape of Good Hope, to the naval and military forces, under the command of Com. Sir Home Popham, and Major-Gen. Sir David Baird, January 9.

TWO GUN-BOATS: taken by the *Archer* gun-brig, W. Price, off Cape Grisnez, April 25.

TERRIBLE, 68: lost in the East Indies, May 28.

BELGICA, 12: taken July 6.	} By the Grey- hound, 32, C. Elphinstone,
PALLAS (since <i>Celebes</i>), 36: taken July 26. }	

Elphinstone, and Harrier, 16, E. T. Trowbridge, in the East Indies.

ZEEROP, (bg.) 14: taken between Middleburg and Amsterdam islands, by the Caroline, 36, P. Rainier, East Indies, October 18.

MARIA RIGGERSBERGEN (since *Java*), 36: taken in Batavia Roads, by the Caroline, 36, P. Rainier, October 18.

PHŒNIX.....36:	} Taken, or destroyed, in Batavia Roads, in the East Indies, by the squadron of Rear-Adm. Sir E. Pellew, bart. November 27.
ADVENTURER.....16:	
ZEE PLOEG.....14:	
WILLIAM.....14:	
MARIA WILHELMINA..14:	

1807.

*HALSTAAR.....36:	} Taken in the port of Curaçoa, by the Arethusa, 38, C. Brisbane; Latona, 38, J. A. Wood; Anson, 40, C. Lydiard; and Fishguard, 38, W. Bolton, January 1. The island was captured at the same time.
*SURINAM.....22:	
FLYING FISH (sch.) 14:	
SCHOONER.....:	

UTRECHT, 38: wrecked on one of the Orkney isles, February 2.

SCHOONER, 8: taken in the port of Samarang, in company with a large merchant brig, by the *Psyche*, 36, F. B. R. Pellew, August 31, and destroyed on the following day.

SCIPIO (corvette), 24: taken off Java, together with two merchant vessels, by the *Psyche*, 36, F. B. R. Pellew, September 1.

REVOLUTION....70:	} Burnt by the squadron under the command of Sir Edward Pellew, at Griesse, East Indies, December.
PLUTO.....70:	
KORTENAAR....68:	

1808.

GUELDERLAND, 36: taken by the *Virginie*, 38, E. Brace, in the North Sea, on the night of May 19.

1809.

MANLY, (bg.) (formerly *British*), 16: taken in the North Sea, by the *Onyx*, 10, C. Gill, January 1.

ADMIRAL PIETHEYER, (sch.) 7: taken by the boats of the *Princess Caroline*, 74, C. D. Pater, in the Vlie Passage, near the Texel, May 20.

TUYNCELAAR, 8: cut out of a bay in the Straits of Sunda, from under the protection of two batteries, and five armed vessels, by the boats of the *Modeste* and *Barracouta*, under the direction of Lieut. W. Payne of the former, July 15.

ZEPHIN, (bg.) 14: taken by the *Diana* brig, Lieut. W. Kempthorne, September 11.

WAGSTER, 8: destroyed by the *Procris*, R. Maunsell.

1810.

DE HAVIK, 10: taken by the *Thistle*, Lieut. (now Capt.) P. Proctor, February 11.

MANDARIN,

MANDARIN (bg.)12: } Sunk in the inner harbour of
 SAN PAN (cutter)10: } Amboyna, by the Dutch,
 CUTTER (name unknown) 12: } to prevent their falling into
 the hands of the British, at the capture of that island in February.
 The *Mandarin* was afterwards weighed by the British.
 L'ECHO, (bg.) 8: taken by the *Sylvia*, cutter, Lient. A. V.
 Drury, near Batavia, April 26.
 CLAUDIUS SEURLIS, 16: and TWELVE GUN-BOATS,
 taken at the reduction of Java.

SECTION III.

SPANISH NATIONAL SHIPS, LOST, TAKEN, OR
DESTROYED.

*War was proclaimed against Great Britain, at Madrid, October 8,
 1796; and His Majesty's Order of Council, for General Repri-
 sals, was issued on the 9th of the following month.*

1796.

LA PRINCESSA, 16: detained by the *Seahorse*, 38, G. Oakes,
 off Corunna, September 16.

EL MAHONESA, 34: taken, after a warm and spirited action
 of one hour and forty minutes, by the *Terpsichore*, 32, R. Bowen,
 near Cape de Gatt, in the Mediterranean, October 13.

EL SAN PIO (corveta), 18: taken by the *Regulus*, 44, W.
 Carthew, in the Atlantic, November 2.

EL GALGO (corveta), 18: taken, with 80,355 dollars, by the
Alarm, 32, E. Fellowes, off Grenada, November 23.

*EL CORSO, (bg.) 18: taken by the *Southampton*, 32, J.
 Macnamara, near Cape Del Melle, in the Mediterranean, Decem-
 ber 2.

LA SABINA, 40: taken by *La Minerve*, 42, G. Cockburn, in
 the Mediterranean, December 20; but retaken the next day.

1797.

*SALVADOR DEL MUNDO 112: } Taken by the squadron
 *SAN JOSEF112: } under Adm. Sir John
 *SAN NICOLAS 80: } Jervis, K. B., off Cape
 *SAN YSIDRO 74: } St. Vincent, Febru-
 ary 14.

SAN VICENTE 84: } Burnt, to prevent being taken by the
 GALLARDO74: } fleet under Rear-Adm. H. Harvey,
 ARROGANTE74: } in Shaggaramus Bay, island of
 SAN CECILIA....36: } Trinidad, West Indies, February
 17.

SAN DAMASO, 74: taken by the fleet under Rear-Adm. H.
 Harvey, in Shaggaramus Bay, island of Trinidad, February 17.

LOS

LOS MAGELLANES, 4: taken by the Dover, (A. T.) 44, Lieut. H. Kent, off the coast of Portugal, March 12.

LA NUESTRA SENORA DE LA PIEDAD, 16 (supposed privateer): taken by the Viper, 12, Lieut. J. Pengelly, near Gibraltar, April 13.

LA ELENA, 36: destroyed by the Irresistible, 74, G. Martin, in Conil Bay, near Cadiz, April 26.

LA NIMFA, 36: taken by the Irresistible, 74, G. Martin, Lisbon station; afterwards in the British service, named Hamadryad, and lost in 1798. *See Section VIII.*

SAN FRANCISCO, 14: taken by the Santa Margarita, 36, G. Parker, off the coast of Ireland, June 21.

LA NUESTRA SENORA DEL ROSARIO, 20: taken by the Romulus, 36, G. Hope; and Mahonesa, 34, —, off Cadiz, May 24; afterwards in the British service, called Rosario, and burnt in Dunkirk Roads, July 7, 1800.

EL BOLADER, 16: taken by the Majestic, 74, G. B. Westcott, Lisbon station, November 14.

1798.

SAN ANTONIO (packet), 6: taken by the Endymion, 44, Sir T. Williams, off the coast of Ireland, May.

EL RECEVISO, (bg.) 6: taken by the Aurora, 28, H. Digby, Lisbon station, May 8.

*SANTA DOROTHEA, 42: taken by the Lion, 64, M. Dixon, in the Mediterranean, Carthage bearing nearly W. by N. twenty-nine leagues distant, July 15. Three frigates escaped.

LA VELOSA ARRAGONESA (armed *en flute*), 30: taken by the Aurora, 28, H. Digby, off the Azores, or Western Islands, September 16.

PETERELL, (slp.) 16: retaken by the Argo, 44, J. Bowen, in the Mediterranean, November 13, having been captured, the preceding day, by the three Spanish frigates which escaped from the Lion, 64, on July 15.

FOURTEEN GUN-VESSELS: taken at the capture of the island of Minorca, November 15.

SAN LEON, (bg.) 16: taken by the Santa Dorothea, 42, H. Downman; Strombolo, 8, J. Broughton; Perseus, 20, James Oswald; and Bull-Dog, 14, A. Drummond; Lisbon station, November 28.

1799.

EL VALLANTA (packet), 12: taken by the Cormorant, 20, Lord M. R. Kerr, near Malaga, in the Mediterranean, January 2.

*SANTA TERESA, 42: taken by the Argo, 44, J. Bowen (the Leviathan, 74, in sight); near Majorca, in the Mediterranean, February 6.

AFRICA (xebec), 14: taken by L'Espoir, 16, J. Sanders, Mediterranean, February 22.

EL GUADALOUPE, 40: run on shore, near Cape Oropesa, Mediterranean, by the Centaur, 74, J. Markham; and Cormorant, 20, Lord M. R. Kerr, and totally lost, March 16.

*EL VINCEJO, (bg.) 18: taken by the Cormorant, 20, Lord M. R. Kerr, Mediterranean, March 19.

EL

EL GOLONDRINA (packet), 4 (*pierced for* 20): taken by the Mermaid, 32, J. Newman, and Sylph, 14, J. C. White, off Corunna, March 24.

URCA CARGADORA, 12 (*pierced for* 26): burnt by La Prompte, 20, T. Dundas, West Indies, March.

EL PAXARO (packet), (*pierced for* 16) 4: taken by the Alarm, 32, Robert Rolles, in the Gulf of Florida, May.

SAN ANTONIO, (bg.) 14: taken by the Terpsichore, 32, W. H. Gage, Mediterranean, June 23.

LA FELIZ, (sch.) 14: taken by the Alarm, 32, Robert Rolles (Hannibal, 74, and Thunderer, 74, in sight), West Indies, July.

SANTA DORVAL (packet), 4: taken by the York, 64, J. Ferrier, in company with the Carnatic, 74; Thunderer, 74; Alarm, 32; and Volage, 22, in the West Indies, July.

*INFANTA AMELIA (since *Porpoise*), (packet) 12: taken by the Argo, 44, J. Bowen, off the coast of Portugal, August 6.

A GUN-BOAT (*brass 18-pounders*).2: } Taken by the May-
A PACKET.....8: } flower privateer, of
Guernsey, J. Le Barr, Mediterranean, September.

EL THETIS, 40: taken, after a well-directed fire of two broadsides, and a running fight of half-an hour, by the Ethalion, 38, J. Young, in company with the Naiad, 38, W. Pierrepont; Alcmena, 22, H. Digby; and Triton, 32, J. Gore, near Ferrol, October 17.

SANTA BRIGIDA, 40: taken by the Naiad, 38, W. Pierrepont; Alcmena, 32, H. Digby; and Triton, 32, J. Gore; a little to the southward of Cape Finisterre, October 18.

*HERMIONE (since *Retribution*, 32), 44: run away with by the crew in 1797. Cut out of Porto Cavallo, in the West Indies, from under the batteries, on which were mounted 200 pieces of cannon, by the boats of the Surprise, 32, led on by her captain, Edward Hamilton, October 25.

EL GALGO (corveta), 16: taken by the Crescent, 36, W. G. Lobb, on her passage to the West Indies, November 15; afterwards in the British service, and lost, 1800. See Section VIII.

1800.

DEL CARMEN (xebec corveta), 16: taken by the Penelope, 36, H. Blackwood, Mediterranean, January 26.

EL CURBO (packet), (*pierced for* 16) 4: taken by the Alarm, 32, R. Rolles, off Cape Catouche, in the West Indies, February.

*EL CARMAN...36: } Each laden with 1500 quintals of
*FLORENTINA .36: } quicksilver, &c.: taken by the Leviathan, 74, Rear-Adm. J. T. Duckworth, Capt. J. Carpenter; and Emerald, 36, T. M. Waller, near Cadiz, April 7.

CORTES (packet), (*pierced for* 14) 4: taken by the Flora, 36, R. G. Middleton, Lisbon station, June 22.

GIBRALTAR (G. B.).10: } Taken by the Anson, 44, P. C.
SALVADOR (G. B.).10: } Durham, near Gibraltar, June

29.
DEL CARMEN (felucca), 2: destroyed by the Bonetta, 18,

H. Vansittart, Jamaica station, between May and August.

A GUN-BOAT (*name unknown*), 2: taken by the Rattler, 16, J. M. Spread, Jamaica station, between May and August.

CANTABRIAN,

CANTABRIAN, 18: taken by the Apollo, 36, P. Halkett, off the Havana, July 27.

EL BELOS (brig-packet), (*pierced for 16*) 4: taken by the Clyde, 38, C. Cunningham, Channel station, August 20.

CONCEPTION, alias *Esmiralda*. 22: } Corvettes, cut out of
LA PAZ. 22: } Barcelona Road, Mediterranean, in the boldest style, by the boats of the Minotaur, 74, T. Louis; and Niger, 32, James Hillyar, September 3.

EL VIVO, (bg.) 14: taken by the Fiscard, 44, T. B. Martin, off the coast of Spain, September 30.

SAN JOSEF, alias *L'Aglies* (polacre), 14: boarded, with great spirit and gallantry, and brought out, in opposition to a warm resistance made with musketry and sabres, by the boats of the Phaëton, 38, J. N. Norris, directed by Lieut. F. Beaufort, near Malaga, in the night of October 25. Lieut. Beaufort and three others were severely wounded. The Spaniards, besides some which appear to have been driven overboard, had thirteen wounded.

RESOLUTION, (slp.) 18. (formerly a British privateer, taken in 1782): taken by the Apollo, 36, P. Halkett, in the Gulf of Mexico, November 10, but destroyed, being unserviceable.

1801.

EL REYNA LOUISA (schooner-packet), 2: taken by the Hind, 28, T. Larcom, off the west end of Jamaica, January 6.

EL GAMO (xebec), 32: taken by the Speedy, (slp.) 14, Right Hon. Lord Cochrane, near Barcelona, Mediterranean, May 6.

LA ALCUDIA (armed packet). : } Cut out by the boats of the
EL RAPOSO (armed packet) . . : } Naiad, 38, W. H. Rick-
etts, and Phaëton, 38, J. N. Morris, under a battery near Ponte-
vedra, May 16. La Alcudia was afterwards burnt.

EL DUIDES (cutter), 8: taken by the Constance, 24, Z. Mudge, off Vigo, June 8.

A XEBEC. 20: } Sunk, in a long and arduous contest
TWO GUN-BOATS. : } with a Spanish convoy, by the Kan-
garoo, (slp.) 18, G. C. Pulling, and Speedy, (slp.) 14, Lord Coch-
rane, under fire of the battery of Oropesa, Mediterranean, June 9.

FIVE GUN-BOATS: sunk in the bay of Algesiras, by Sir J. Saumarez's squadron, July 5.

*SAN ANTONIO (or *St. Antoine*), 74: taken, under French colours, by a squadron under Rear-Adm. Sir James Saumarez, bart.

consisting of five ships of the line and three frigates, in an engage-
ment with a combined Spanish and French squadron, under Admi-
rals De Moreno and Linois, consisting of nine ships of the line,
four frigates, and several smaller vessels, near Cadiz, July 12.

REAL CARLOS. 112: } Took fire in the same en-
SAN HERMENEGILDO. 112: } gagement, and blew up,
before assistance could be given, with 2600 souls.

LA PERLA, 24: sunk, off the coast of Barbary, in conse-
quence of damage received in the above engagements.

EL NEPTUNA (*pierced for 20 guns*): } Taken by the boats
A GUN-BOAT, with a 32-pounder . . : } of the Fiscard, 44,
Diamond, 38, and Boadicea, 38, from behind the batteries in the
harbour of Corunna, August 20.

LIMENO, (bg.) 18: taken by the Chance (privateer), 16, W.
White, coast of Peru, September 24.

1804.

*MEDEE (since *Imperieuse*) . . . 44: } Taken after a severe ac-
 *LA FAMA 36: } tion, and detained by
 *LA CLARA (since *Leocadia*) 36: } the Indefatigable, 40,
 Graham Moore; Medusa, 38, John Gore; Lively, 38, G. E. Ham-
 mond; and Amphion, 32, S. Sutton, off Cape St. Mary, October 5.
 LA MERCEDES, 36: took fire, and blew up while engaging
 the Amphion in the above action, October 5.

MATILDA (since *Hamadryad*), 36: taken by the Medusa,
 38, John Gore, in company with the Donegal, off Cadiz, Novem-
 ber 25.

AMFITRITE (since *Blanche*), 36: taken by the Donegal, 80,
 Sir R. J. Strachan, bart. off Cadiz, November 25.

SANTA GERTRUYDA, (with 1,215,000 dollars, &c.) 36:
 taken by the Polyphemus, 64, John Lawford; Lively, 38, G. E.
 Hammond, in sight, off Cape St. Mary, December 7.

*INFANTA CARLOS (corvette), (with 120,000 dollars, &c.)
 16: taken by the Diamond, 38, T. Elphinstone, December.

*DILIGENTIA (since *Ligera*), 28: taken by the Diana, 38,
 T. J. Maling, in company with La Pique, 40, C. B. H. Ross, off
 Altavella, December.

1805.

EL FUERTE DE GIBRALTAR, 4: taken by the Mercury,
 D. P. Bouverie, February 4.

ORQUIJO, 18: taken by the Pique, 36, C. B. H. Ross, off the
 Havana, February 8: since lost.

LA ELIZABETH, 10: taken by the Bacchante, 20, Charles
 Dashwood, off the Havana, April 3.

ASSOMPTION, 36: wrecked on the English Bank, in El Rio
 de la Plata: 1 officer and 5 men saved, May.

*SAN RAFAEL, 84: } Taken in the action between Sir R.

*EL FIRME . . . 74: } Calder's squadron, and the combined
 fleets of France and Spain, commanded by Adms. Villeneuve and
 Gravina, lat. 43 deg. N., long. 11 deg. W., after a battle which was
 most gallantly maintained during four hours, against a great superi-
 ority of force on the part of the enemy, July 22.

LA CARIDAD PERFECTA, (sch.) 12: taken by the Mari-
 amne, schooner, Lieut. James Smith, under the batteries of Trux-
 illo, after sustaining a very heavy and constant fire from the fort,
 in addition to the resistance of La Caridad, August 13.

EL GALGO, (sch.) pierced for 14: taken by the Port Mahon,
 18, S. Chambers, September 30.

ONE GUN-BOAT, No. 4: taken by the Dexterous gun-brig,
 14, Lieut. R. Tomlinson, off Gibraltar, October 11.

*SAN ILDEFONSO 74: } Taken in the grand vic-
 SAN JUAN NEPOMUCENO . 74: } tory off Cape Trafal-

*BAHAMA 74: } gar, by the British

MONARCA 74: } fleet, under Vice-

SAN FRANCISCO DE ASIS . 74: } Adms. Lord Viscount

EL RAYO 100: } Nelson and C. Col-

NEPTUNO 84: } lingwood, accompa-

SAN AUGUSTIN 74: } nied by Rear-Adm.

SANTISSIMA TRINIDAD 136: } the Hon. Earl of

ARGONAUTA 80: } Northesk, after a bat-

tle of more than four hours, October 21. Of the ships mentioned in the margin, the *Monarca*, San Francisco de Asis, *Rayo*, and *Neptuno*, were afterwards wrecked; the *San Augustin* burned; the *Santissima Trinidad* and *Argonauta* sunk after the action. The thanks of Parliament have since been decreed to the officers and seamen engaged in this memorable contest.

ST. CHRISTO VIL PANO, 7: taken by the boats of the *Serpent*, 16, F. Waller, Jamaica station, November 29.

1806.

•RAPOSO (pierced for 16), 12: taken off the town of Campeachy, by three boats of the *Franchise*, 38, C. Dashwood, which also encountered seven gun-boats that reinforced the *Raposo*, January 7.

EL CARMEN (pierced for 14), 2: taken by the *Magicienne*, A. Mackenzie, Mona Passage, January 25.

TWO GUN-BOATS, each 2: taken by the *Felicity* privateer, 12, M. Novella, Mediterranean, February.

PECULO, No. 4, gun-brig, 5: taken by the *Envy* privateer, off Cape de Gatt, February 11.

•VIGILANTE (since *Spider*), 18: taken by *La Renommée*, 38, Sir Thomas Livingstone, bart. Mediterranean, April 4.

ARGONAUTA, 12: taken by the *Hydra*, 38, G. Mundy, on the coast of Spain, April 12.

EL VIRGIN DEL CARMEN, (sch.) 4: taken by the *Niger*, James Hillyar, coast of Spain, May 2.

GIGANTA, 9: cut out from under the batteries of the town of Torre de Vieja, and the fire of 100 musketeers, by the boats of the *Renommée*, 38, Sir T. Livingstone, bart., and of the *Nautilus*, 18, under the direction of Lieut. Sir William Parker, May 4.

•BELEM (sch.) . . . 4: } Taken at the surrender of Buenos
DOLORES 4: } Ayres to the naval and military
SIX GUN-BOATS . . . } forces under the command of Sir
H. Popham, and Major-Gen. Beresford, June 27.

ARROGANTE, 2: taken off Monte Video, by the *Diadem*, 64, W. King, July 30.

•POMONA (since *Cuba*) 38: } Taken off Cuba,
TWELVE GUN-BOATS destroyed . . . : } by the *Arethusa*,
38, C. Brisbane, and the *Anson*, 40, C. Lydiard, August 23.

SCHOONER, 10: taken by the *Pike* schooner, 4, Lieut. C. Spence, Jamaica station, August 30.

FELUCCA 14: } Taken by the *Superieure* sloop, 16,
SCHOONER 12: } E. Rushworth; *Flying Fish*
THREE VESSELS . . 1: } schooner, 12, Lieut. J. Godwin;
and *Pike* schooner, 4, Lieut. C. Spence, off Batabano, September 3. The fort which protected them was nobly carried by a detachment of 53 men from the capturing vessels.

GUN-BOAT, No. 2, 3: taken in the Bay of Rocks, by the *barge* of the *Minerva*, 32, G. R. Collier, October 3.

SCHOONER, 4: cut out from under the batteries of Barcelona, by three boats of the *Galatea*, 32, G. Sayer, under the direction of first Lieut. B. Gittins, October 9.

TARTAN . . 4: } Captured in Port Colon, Island of Majorca,
SETTEE . . 3: } by four cutters of *La Renommée*, 38, Sir
SETTEE . . 3: } T. Livingstone, bart. superintended by
Lieut. Sir W. Parker, bart. night of October 21.

SETTEE,

SETTEE, 2 : taken under the tower of Falconara, by three cutters of La Renommée, 38, Sir T. Livingstone, bart., commanded by Lieut. Sir William Parker, bart., October 22.

EL VELOZ (corvette), 10 : taken lat. 47 deg. North, long. 10 W., by La Nereide, 36, R. Corbet, November 20.

DOLORES, 3 : taken in Campeachy Bay by the boats of the Orpheus, 32, T. Briggs, November 20.

1807.

SCHOONER : chased, until she upset, by the Lark sloop, 18, R. Nicholas, January 1.

EL POSTILLON, 3 : } Taken, after fourteen hours chase, by
EL CARMEN ... 5 : } the Lark sloop, 18, R. Nicholas,
West Indies, January 27. They were afterwards destroyed during
an attack within Zispata Bay, where three vessels of the enemy
took refuge.

SCHOONER : cut out from a creek of Zispata Bay, while protected by a 4-gun battery, by the Lark, 18, R. Nicholas, in a contest at the same time with two gun-boats.

LA PAULA.....22 :	} Taken in the harbour of the island of Rattones, February 3, at the surrender of the fortress of Monte Video, to the naval and military forces under Rear-Adm. Stirling, and Brigadier-Gen. Auchmuty.
LA FUERTE.....22 :	
LA HERO (bg.).....20 :	
LOS DOLORES (sch.)...10 :	
LA PAZ (sch.).....10 :	
LA REYNA LOUISA ..26 :	

FRIGATE (name unknown).....28 : } Blown up,
THREE GUN-BOATS (names unknown). } at same
time, to prevent capture by the above forces.

PRINCE EUGENE.....16 :	} Chased into, and captured in, the harbour of Begu, August 7, by the Hydra, 38, G. Mundy, although under the protection of a battery and fort.
BELLA CAROLINA.....10 :	
CARMEN DEL ROSARIO..4 :	

GUN-BOATS, Nos. 5 and 9 : taken August 14, off Majorca.

CANTELA, (sch.) 6 (*pierced for* 12) : taken, after ten hours chase, in latitude 45 deg. 30 min. N. longitude 10 deg. 20 min. West, by the Narcissus, 32, C. Malcolm, August 18.

SAN JOSEF, (bg.) 12 : taken, off Cape Palos, by the Grasshopper, (bg.) 18, T. Searle, December 11.

1808.

TWO GUN-BOATS : destroyed, off Cadiz, by the squadron under Capt. M. Maxwell, of the Alceste, 40 ; consisting also of the Mercury, 28, J. A. Gordon, and Grasshopper, 18, T. Searle, April 4.

TWO GUN-BOATS, captured..	} By the Grasshopper, 18, T. Searle, and the R- pid (gun-brig), 14, Lieut. H. Baugh, off the coast of Spain, April 23.
TWO GUN-BOATS, destroyed..	

SECTION IV.

DANISH SHIPS OF WAR, LOST, TAKEN, OR
DESTROYED.

1801.

PROVESTEEN (bl.-sh.) . . . 56 : taken and burnt
 VAGARIEN (bl.-sh.) . . . 48 : taken and burnt
 RENDSBORG (float-batt.) 20 : taken and burnt
 NYBORG (fl.-batt. spar dk. 20 : sunk
 JUTLAND (block-ship) . . 48 : taken and burnt
 SILVER FISH (fl.-batt.) . 20 : taken and burnt
 CRONBURG (bl.-sh.) . . . 22 : taken and burnt
 HAGIN (fl.-batt.) 20 : taken and burnt
 DANNEBROG (*of the line*) 62 : blew up
 AGGERSHIENS (pon.-b.) 20 : sunk
 ZEALAND (*of the line*) . 74 : taken and burnt
 CHARLOTTE AMELIA,
 (fl.-batt.) 26 : taken and burnt
 SOHESTEN (fl.-batt.) . . 18 : taken and burnt
 •HOLSTEIN (*of the line*) 60 : taken
 INFODSTRETTEEN, (do.) 64 : taken and sunk

By Adm. Sir
 Hyde Park-
 er, and Vice-
 Adm. Lord
 Nelson, at
 Copenhagen
 April 2,
 1801.

1807.

FREDERICKSCOARN, 36 : taken, August 16, off Marstrand,
 by the Comus, 22, E. Heywood.

CHRISTIAN VII 96 :
 NEPTUNOS 84 :
 WALDEMAAR 84 :
 PRINCESS SOPHIA FREDERICK 74 :
 JUSTICIA 74 :
 HEIR APPARENT FREDERICK 74 :
 CROWN PRINCE FREDERICK. 74 :
 FYEN 74 :
 ODIN 74 :
 THREE CROWNS 74 :
 SKIOLD 74 :
 CROWN PRINCESS MARIA . . 74 :
 DENMARK 74 :
 NORWAY 74 :
 PRINCESS CAROLINE 74 :
 †DITSMARSKEN 64 :
 SYEREN (Danish for "Conqueror") 74 :
 †MARS 64 :
 PEARLIN 44 :
 HARFRUIN (*Danish for "House-
 wife"*) 44 :
 FREÅ (*Danish for "Liberty"*) . . 44 :
 IRIS 44 :

Surrendered at the
 attack on Co-
 penhagen by
 the British for-
 ces, under the
 command of Ad-
 miral Gambier,
 and Lieut.-Gen.
 Lord Cathcart,
 September 7, ex-
 cept those mark-
 ROTA

ROTA	44:	ed thus †, which
VENUS	44:	were afterwards
NAYADEN	36:	found. Those
†NYMPHEN	36:	marked thus †,
†TRITON	28:	being old, were
FREDERICKSTEIN	28:	afterwards de-
LITTLE BELT	24:	stroyed. Three
†SAINT THOMAS	24:	gun-boats were
FYLLA	24:	brought home
ELBE	20:	safe; the rest
EYDEREN	20:	were destroyed.
GLUCKSTAD	20:	
SARPEN	18:	
GLOMMEN	18:	
NED ELVEN	18:	
DELPHINEN	18:	
FLEWEN DE FISK	18:	
†ALERT	18:	
MERCURY	18:	
COURIER	18:	
†ORNEN	10:	
†BREVDRAGEREN	14:	

1808.

ADMIRAL YAWL, 28: taken, March 2, off Flamborough Head, by the Sappho, (bg.) 18, G. Langford.

PRINCE CHRISTIAN FREDERICK, 74: pursued and grounded, March 22, on the coast of Jutland, by the Stately, 64, G. Parker, and Nassau, 64, R. Campbell, who were compelled to burn her on the evening of the 23d, on account of the preparations made by the Danes. The enemy had 55 k. 38 w.

GUN-VESSEL, 2: taken, June 16, in the Great Belt, by the boats of the Euryalus, 36, Hon. G. H. L. Dundas, and of the Cruiser, who were exposed to the attack of a battery. Two large vessels for the receipt of troops were also burned.

FAMA, (bg.) 18: } Taken, off Nyborg, August 9, by
SALORMAN (cutter) 12: } several boats under the command
of Capt. James M^cNamara, of the Edgar.

ACUTIFF (cutter), 12: taken by the Daphne, 22, F. Mason, in the Baltic.

1809.

AALBORG (cutter), 6: taken, March 2, off the Scaw, by the Egeria, 18, Lewis Hole.

COURIER, 1: taken by the boats of the Briseis, 10, Robert Pettet, and Bruiser, 14, Thomas Smithies, in the North Sea, May.

SPIDER, 2: taken by the boats of the Majestic, 74, T. Harvey, in the Baltic, May.

SOL FUGLEN, 6: taken, May 25, in the North Sea, by the Mosquito, 18, W. Goate.

SNAP, 3: taken, May 29, by the Patriot, Lieut. E. W. Mansell, in the North Sea.

CHRISTIANBOURG, 6: taken, May 31, off Bornholm, by the Cruiser, 18, Thomas R. Toker.

q q 2

CUT"

CUTTER, 6: driven on shore and destroyed, by the boats of the Melpomene, 38, Peter Parker, on the coast of Jutland. Lieut. G. Rennie and 5 men severely wounded.

FOUR BROTHERS..4: } Taken, in Wingo Sound, by the
MACKAREL2: } Earnest, 14, Lieut. R. Templer,
May.

LOVEN, 2: taken, June 13, in the North Sea, by the Talbot, 18, A. Jones.

DOROTHEA CATHARINA, 6: taken, off the Naze, by the Strenuous, (gun-bg.), Lieut. J. Nugent, September.

CHRISTIANA, 8: taken, off Bergen, by the Snake, (slp.) Lieut. T. Young, October.

LE RECIPROCITE, 4: taken, off Heligoland, by the Briseis, 18, J. M. Adye, November 6.

1810.

JULIANA..6: } Captured by the boats of the Fisgard, F.
ZISKA6: } Mason.

1811.

ALBAN (cutter): taken by the Rifleman, 18, J. Pearce, May 11. Afterwards retaken.

NYADEN, destroyed.....	38	} By the Dictator, 64, J. P. Stewart; Po- dargus, 18, W. Robilliard; Calyp- so, 18, — Weir; and Flamer, 14, Lieut. T. England, on the coast of Norway, July 6 and 7.
LAALAND { Captured, and after-	20	
SAMSOE... { wards surrendered	18	
KIEL { to the enemy	18	

1812.

SCHOONER, No. 114, 6: } Taken by the boats of the Horatio,
CUTTER, No. 97 4: } under the command of Lieut.
A. M. Hawkins, after a most desperate resistance, August 2.

LUGGER, No. 28: taken by a boat of the Dictator, Lieut. Duell.

ABIGAIL (cutter), 3: taken by the Hamadryad, Capt. Cheetham, December 12.

1813.

DIE JUNGE TROUTMAN.5: } Taken, in a very gallant
DIE LIEBE.....5: } manner, by the cutter of
the Blazer, and the galley of the Brevdrageren, under the command
of Lieut. T. B. Devon, March 21.

SECTION V.

RUSSIAN SHIPS, LOST, TAKEN, OR DESTROYED.

1808.

APITH, 14: taken, June 24, off Norgen Island, by the Salsette, 38, W. Bathurst.

SEWOLOD, 74: taken, and afterwards burnt, by the Centaur, 74, Rear-Adm. Sir Samuel Hood, off Rogerwick, Gulf of Finland, August 26.

1809.

SPESHNOY ..44: } Taken at Portsmouth.
WIHEMIA ..30: }

SECTION VI.

TURKISH SHIPS OF WAR, TAKEN, &c. SINCE THE RECOMMENCEMENT OF HOSTILITIES, MAY 14, 1803.

1807.

ONE CORVETTE..... 18:	} Taken	{	Off Point Pesquies,
ONE GUN-BOAT 2:			
ONE 64:	} Burned	{	within the forts of the Dardanelles, February 19, by the squadron under the command of Vice-Adm. Sir
FOUR FRIGATES ....144:			
THREE CORVETTES 42:			
ONE BRIG..... 10:			
TWO GUN-BOATS.... 4:			

J. T. Duckworth, detached by Vice-Adm. Lord Collingwood.

A BOAT, 2: taken, February 27, off the island of Prota, by the squadron under the command of Vice-Adm. J. T. Duckworth.

(formerly French), 10: taken, March 1, in the port of Sigri, by the boats of his Majesty's ship Glatton, under the orders of Lieut. E. Watson, who was unfortunately killed; 4 marines also perished, and 9 were wounded.

URI BAHAR (frigate)...40:	} Taken, at the surrender of Alexandria, by the naval and military forces under the command of Capt. B. Hs
URI NAZARD (frigate)...34:	
"FARA NUMA (corvette).16:	

RADERE ZAF
38, John Stewart, in
of four hours.

1. and Major-Gen. A. M. Frazer.
July 5, by the Seahorse,
delago, after a severe action

SECTION

SECTION VII.

AMERICAN CAPTURES.

1812.

JAMES MADISON, 14: taken by the Barbadoes, 24, Capt. T. Huskisson, August 22.

•WASP (since *Peacock*), 18: taken by the Poitiers, 74, Capt. Sir J. P. Beresford, knt.

NAUTILUS, (since *Emulous*) 16: taken by the Shannon, 38 Capt. Broke.

VIXEN, 14: captured by the Southampton, 32, Sir J. L. Yeo, but afterwards lost on a reef of rocks, near Conception Island, Bahama.

1813.

VIPER, (bg.) 12: taken by the Narcissus, 32, Capt. John R. Lumley.

CHESAPEAKE, 38: taken, after a short but most gallant action, by the Shannon, 38, Capt. Broke. Chesapeake, 70 k. 100 w. Shannon, 24 k. and 56 w.

ARGUS, 20: taken by the Pelican, 18, J. F. Maples, after a most gallant and severe action. The Pelican had 2 k. and 5 w.; Argus 40 k. and w.

1814.

ARAB. 7: } Captured, in a most gallant manner, by the
LYNX. 6: } boats of the San Domingo, Marlborough,
RACER 6: } Maidstone, Statira, Fantome, and Mo-
DOLPHIN .12: } hawk, under the command of Lieut. Puck-
inghorne, of the San Domingo, April 3; British, 2 k. 11 w. Ame-
rican 6 k. 10 w.

ESSEX, 42: taken, after a severe action, by the Phœbe, 36, J. Hillyar, and Cherub, 20, T. Tucker, near Valparaiso Bay, on the coast of Chili, March 28.

•FROLIC, 20: taken by the Orpheus, 36, H. Pigot, April 20.

ANACONDA, 18: taken, by a division of boats under the command of Lieut. Westphall, July 11.

ASP, 3: taken by the cutters of the Contest and Mohawk, July 14.

RATTLESNAKE, 20: taken by the Leander, 50, Sir George Collier, bart.

1815.

PRESIDENT, 59: taken by the Endymion, 40, H. Hope, after an action of two hours and a half, fought with great gallantry, January 15.

SECTION

SECTION VIII.

BRITISH SHIPS OF WAR, LOST, TAKEN, OR
DESTROYED.

*The Ships that have been retaken, are designated by a *.*

1793.

HYÆNA, 24, William Hargood, B. 1778: captured by La Concorde, 40, off Hispaniola, May. Afterwards a privateer, and retaken in 1797. *See Section X.*

•THAMES, 32, J. Cotes, B. 1758: captured, in going to Gibraltar, by the Carmagnol, and two other frigates, October 24, after having been engaged, in the morning of that day, for upwards of four hours, with a French frigate, which then made off. Retaken June 7, 1796.

PIGMY (cutter), 14, A. Pulliblack, P. 1782: lost in the Channel, December, with the crew.

VULCAN, (F. S.) 14, C. Hare, B. 1783: burned at Toulon, December 18, in destroying the French ships. Crew saved. *See Section I.*

AMPHITRITE, 24, A. Hunt, B. 1778: lost in the Mediterranean, by striking on a sunken rock. Crew saved.

CONFLAGRATION, (F. S.) 14, J. Loring, B. 1783: burned at Toulon, to prevent falling into the hands of the enemy, December 18.

ADVICE (cutter), 14, Lieut. E. Tyrrel: lost in the Bay of Honduras. Crew saved.

1794.

LA MOSELLE, 20, H. A. Bennett, T. 1793: retaken at Toulon, after the evacuation, January 7. Again taken by the British, May 23. *See Section I.*

SPITFIRE, (sch.) 8, T. W. Rich, P. 1793: overset off St. Domingo, February, and lost with all the crew.

CONVERT, (formerly *Inconstant*) 36, J. Lawford, T. 1793: lost on the Grand Caymanes, West Indies, March 8. Crew saved.

ARDENT, 64, R. M. Sutton, B. 1782: lost off Corsica, supposed to be blown up by accident, with the crew.

•CASTOR, 32, T. Troubridge, B. 1785: taken off Cape Clear, May 9. Retaken May 29, 1794. *See Section I.*

ALERT, 18, C. Smyth, B. 1793: taken by L'Unite, 40, off the coast of Ireland, May. Run on shore, and lost, August 23 following. *See Section I.*

L'ESPION, (slp.) 18, W. H. Kittoe, P. 1794: taken by three French frigates. Retaken March 2, 1795. *See Section I.*

LA PROSELYTE (floating battery), 24, T. 1793: sunk off Bastia, by the fire of the French batteries, May.

SPEEDY, (slp.) 14, G. Eyre, B. 1782: taken off Nice, by three French frigates, in sight of the French fleet from Toulon, June 9. Retaken

Retaken March 1795. *See Section I.* Again captured in June 1801.

ROSE, 28, M. Scott, B. 1783: lost on Rocky Point, Jamaica, June 28. Crew saved.

*RANGER (since *La Venturier*), (cutter), 14, Lieut. Cotgrave, P. 1787: taken off Brest, June. Retaken. Again captured, and finally retaken, November 6, 1797. *See Section I.*

HOUND, 16, R. Piercy, B. 1790: taken by *La Seine* and *Galette*, French frigates, coming from the West Indies, July 14.

SCOUT, 16, C. Robinson, B. 1778: taken by two French frigates, off Cape Bona, August. Since lost.

L'IMPETUEUX, 78, T. 1794: burnt by accident in Portsmouth harbour, August 29. Crew saved.

*ALEXANDER, 74, Rear-Adm. R. R. Bligh, B. 1778: taken, after a truly honourable and gallant defence, by a French squadron of five seventy-fours and three frigates, off Scilly, November 6. Retaken, by Adm. Lord Bridport, June 23, 1795. *See Section I.*

PLACENTIA, (slp.) Lieut. A. Sheppard, B. 1790: lost at Newfoundland. Crew saved.

L'ACTIF, (F.) 16, John Harvey, T. 1794: foundered off Bermuda, November 26. Crew saved.

1795.

*DAPHNE, 20, W. E. Cracraft, B. 1776: taken by two French men of war, February 12. Retaken December 28, 1797. *See Section I.*

BERWICK, 74, Adam Littlejohn, B. 1775: taken by the French fleet in the Mediterranean, March 7. Capt. Littlejohn, in its defence, was unfortunately killed.

ILLUSTRIOUS, 74, T. L. Frederick, B. 1789: lost in a gale on the rocks near Avenza, Mediterranean, March 14. Crew saved.

BOYNE, 98, George Grey, B. 1790: burnt, by accident, at Spithead, May 1. Crew saved.

MUSQUITO, (G. V.) 5, Lieut. McCarthy, B. 1794: lost on the coast of France, near Jersey, and all the crew.

*NEMESIS, 28, S. H. Linzee, B. 1780: taken by three French frigates, in the port of Smyrna. Retaken March 9, 1796. *See Section I.*

FLYING FISH, (sch.) Lieut. Seton, B. 1795: taken by two French privateers, Windward Passage, West Indies, June. Retaken May 5, 1796, being then a French privateer.

DIOMEDE, 44, Matthew Smith, B. 1782: struck on a sunken rock, and foundered off Trincomalee, in the island of Ceylon, August 2. Crew saved.

LE CENSEUR, 74, J. Gore, T. 1795: retaken by a squadron of French ships, consisting of six of the line and three frigates (Cape St. Vincent 83 leagues distant), October 7. *See HOME STATION.*

LA FLECHE, 14, C. Came, T. 1794: lost in St. Fiorenzo Bay, November 12. Crew saved.

SHARK, (D. H.) 4, Lieut. Watson, P. 1794: ran away with by the crew into La Hogue, December 11.

AMETHYST, 36, F. T. Affleck, T. 1793: lost at Alderney, December 29. Crew saved.

1796.

SCOURGE, (slp.) 16, William Stap, B. 1799: lost off the coast of Holland.

LEDA, 36, John Woodley, B. 1783: foundered near Madeira. The crew, except 7, lost, February 11.

CA IRA, 80, C. D. Pater, T. 1795: burned, by accident, in St. Fiorenzo Bay, April 11. Lost 4 men.

SALISBURY, 50, W. Mitchell, B. 1769: lost on the Isle o Vache, St. Domingo, May 13. Crew saved.

ARAB, 18, S. Seymour, T. 1795: lost on the Penmarks, near Brest, June 10. Crew saved.

LA TROMPEUSE, (F.) 18, J. R. Watson, T. 1794: lost on the Farmer Rock, Kinsale. Crew saved.

ACTIVE, 32, E. L. Gower, B. 1780: lost in the river St. Lawrence, July. Crew saved.

LA SIRENNE, 16, D. Guerin, T. 1794: lost in the Bay of Honduras, with the crew, August.

UNDAUNTED, 40, Robert Winthrop, T. 1793: foundered on the Morant Keys, West Indies. Crew saved, August 27.

AMPHION, 32, J. Pellew, B. 1780: blown up, by accident, in Hamoaze, Plymouth, and most of the crew perished, September 22.

BERMUDA, (slp.) 18, T. Maxtone, B. 1795: supposed to be lost, with the crew, in the Gulf of Florida, September.

EXPERIMENT (lugger), 10, Lieut. G. Hayes, B. 1793: taken by the Spaniards, in the Mediterranean, October 2.

NARCISSUS, 20, P. Fraser, B. 1781: lost in the West Indies, October 3. Crew saved.

MALABAR, 54, T. Parr, P. 1795: foundered in coming from the West Indies, October 10. Crew saved.

CORMORANT, (slp.) 16, T. Gott, B. 1794: blown up at Port-au-Prince, West Indies, October 14, and only 20 men saved.

LA POULETTE, 26, J. Edwards, T. 1793: burned at Ajaccio, October 20, being unserviceable.

LA BELETTE, 24, J. Temple, T. 1793: burned at Ajaccio, October 20, being unserviceable.

LE VANNEAU, (F.) 6, Lieut. J. Gourly, T. 1793: lost at Port Ferrajo, Mediterranean, November. Crew saved.

HELENA, (slp.) 14, J. Symons, B. 1778: lost on the coast of Holland, November 3. Crew lost.

BERBICE, (sch.) J. Tresahar, P. 1793: driven on shore at Dominica, November. Crew saved.

LA REUNION, (F.) 36, H. W. Bayntun, T. 1793: lost in the Swin. Crew saved, except 3, December 7.

COURAGEUX, 74, B. Hallowell, T. 1761: lost near the foot of Apes' Hill, Strait of Gibraltar, and only 124 of the crew saved, December 18.

BOMBAY CASTLE, 74, T. Sotheby, B. 1782: lost in the River Tagus, December. Crew saved.

CURLÉW, (F.) 18, V. Field, B. 1795: foundered in the North Sea, with the crew, December 31.

HUSSAR, 28, J. Colnett, B. 1784: lost on the coast of France, December 27. Crew saved.

1797.

1797.

LA VIPERE, 18, H. H. Parker, T. 1794: lost off the Shannon, January 2, with the crew.

AMAZON, 36, R. C. Reynolds, B. 1795: lost near the Isle of Bas, coast of France, January 14. Crew saved by the French.

HERMES, 16, William Mulso, T. 1796: lost at sea, in January, with all the crew.

BLOOM (tender), 14, Lieut. H. Congalton, P. 1795.: } Taken
BRIGHTON (tender), 14, P. 1795.: } off Holyhead, in the Irish Sea, February 24.

ALBION, 60, H. Savage, B. 1763: lost on the Middle Sand, in the Swin, April 27. Crew saved.

TARTAR, 28, Hon. C. Elphinstone, B. 1756: lost at St. Domingo, April. Crew saved by the Sparrow cutter, 12, J. C. Peers.
LACEDEMONIAN, 12, M. Wrench, P. 1796: taken in the West Indies, May.

FORT ROYAL, (sch.) 10, Lieut. Mann, P. 1796: taken and carried into Port-au-Paix, West Indies, May. Afterwards retaken; and, in the British service, named *Recovery*.

PROVIDENCE, 16, W. R. Broughton, P. 1797: sailed on discoveries, February 1795. Lost May 16, 1797. Crew saved.

LA MIGNONNE, 32, P. Wodehouse, T. 1794: burned as unserviceable, at Ferraio, Corsica, July 31.

ARTOIS, 38, Sir E. Nagle, B. 1794: lost on the coast of France, July 31. Crew saved.

FOX (cutter), 12, Lieut. J. Gibson: destroyed at Teneriffe, the commander killed, and only 16 of the crew saved, July 24.

FORTUNE, (slp.) 16, V. Collard, B. 1778: lost near Oporto.

*HERMIONE, 32, H. Pigot, B. 1782: run away with by the crew in the West Indies, September 22, who assassinated the captain. Retaken by the Surprise, 32, E. Hamilton, October 25, 1793. See Section III. Since called the *Retribution*.

MARIE ANTOINETTE, (sch.) 10, Lieut. J. M^cInerheny, T. 1793: run away with by the crew, in the West Indies, who murdered the commander.

LE TRIBUNE, 44, S. Barker, T. 1796: wrecked off Halifax. Officers and crew lost, except 7, November.

PANDOUR, 14, Lieut. S. Mason, T. 1795: lost in the North Sea, with the crew.

HOPE (lugger), 10 (hired): run down and foundered in the Channel, November.

RESOLUTION, (bg.) 14, Lieut. William Huggett, P. 1779: lost on a cruise, with all the crew.

HUNTER, 16, Tudor Tucker, B. 1796: lost on Hog Island, off Virginia, December 27. Crew saved, except 5.

GROWLER, (G. V.) 12, Lieut. J. Hollingsworth, B. 1794: taken off Dungeness by two French row-boats, December.

SWIFT, (slp.) 16, T. Hayward, B. 1793: lost in the China Seas, with all the crew; time unknown.

1798.

ROVER, 18, G. Irvine, B. 1796: lost in the Gulf of St. Lawrence. Crew saved.

GEORGE,

GEORGE, (slp.) Lieut. Mackay: taken by two Spanish privateers, in the West Indies, January 3.

RAVEN, (bg.) 18, J. W. T. Dixon, B. 1795: lost in the North Sea, February 4. Crew saved.

HAMADRYAD, 36, T. Elphinstone, T. 1797: lost in the bay of Algiers. Crew saved.

PALLAS, 32, Hon. H. Curzon, B. 1794: lost on Mount-Batten Point, Plymouth Sound, April 4. Crew saved.

LIVELY, 32, J. N. Norris, B. 1794: lost on Rota Point, near Cadiz. Crew saved.

DE BRAK, 14, James Drew, T. 1795: upset in the Delaware. Captain and 34 of the crew lost, May 23.

LA PIQUE, 36, D. Milne, T. 1795: run aground and bilged on the coast of France, June 29. Crew saved.

RESISTANCE, 44, E. Pakenham, B. 1782: struck by lightning, and blew up, in the East Indies, with her brave and ingenious captain, July 24. The crew, excepting five, were lost.

GARLAND, 28, J. A. Wood, B. 1779: lost off the coast of Madagascar, July 26. Crew saved.

NEPTUNE (lugger), 6, R. Gormer (hired): run down off Beachy Head, and foundered.

PRINCESS ROYAL (cutter), 8, R. Keys (hired): taken by a French privateer in the North Sea, July.

L'AIGLE, 38, C. Tyler, 1782: lost on the coast of Barbary. Crew saved.

•LEANDER, 50, T. B. Thompson, B. 1780: taken in the Mediterranean, August 18 (on her return to England, having suffered in the battle of the Nile), by Le Généreux, 74 (which escaped in that engagement), after a most severe action of six hours. Retaken at Corfu, by the Russians and Turks, March 3, 1799, and restored to Britain by the Emperor of Russia. The Généreux was captured February 18, 1800. *See Section I.*

L'ETRUSCO, 24, G. Reynolds, P. 1794: foundered in coming from the West Indies, August 25. Crew saved.

•CRASH, (G. V.) 12, Lieut. B. M. Praed, B. 1797: taken on the coast of Holland, August 26. Retaken August 11, 1799. *See Section II.*

JASON, 38, C. Stirling, B. 1794: run aground near Brest, and lost, October 13. Crew saved, but made prisoners.

MARGARET (tender), Lieut. J. Pollexfen, B. 1785: lost off the coast of Ireland, with all the crew, November.

MEDUSA, 50, A. Becher, B. 1785: driven on shore, and rendered unserviceable, Lisbon station, November 22.

KINGFISHER, (bg.) 18, F. L. Maitland, B. 1787: lost on the bar of Lisbon, December 3. Crew saved.

COLOSSUS, 74, G. Murray, B. 1794: lost off Scilly, December 10. Crew saved.

•PETERELL, (slp.) 16, C. Long, B. 1773: taken by three Spanish frigates, off Majorca, December 14; but retaken by the Argo, 44, J. Bowen, on the next day. *See Section III.*

AMBUSCADE, 32, H. Jenkins, B. 1794: taken by the Bayonnaise, 32, in the Bay of Biscay, after a severe engagement, December 14.

CAROLINE (tender), Lieut. Whittle, H. 1798: lost in the East Indies. Crew never heard of.

1799.

APOLLO, 38, P. Halkett, B. 1783: lost on the coast of Holland, January 7. Crew saved.

WEAZLE, (slp.) 12, Hon. H. Grey, B. 1777: lost in Barnstaple Bay, with all the crew, except the purser, Mr. S. Haly, January 12.

PROSERPINE, 28, J. Wallis, B. 1784: lost in the Elbe, February 1. Crew saved, except fifteen.

NAUTILUS, (slp.) 16, H. Gunter, B. 1784: lost off Flambro' Head, February 2. Crew saved.

GRAMPUS, (S. S.) 54, G. Hall, B. 1795: grounded and wrecked on Barking Shelf, near Woolwich, in the river Thames, February. Crew saved.

CHARLOTTE, (sch.) 10, Lieut. Thicknesse, P. 1798: taken off Cape François. Retaken near Cape Tiberon, November 22, 1799. *See Section I.*

MUSQUITO, 16, Lieut. White, P. 1794: taken by two Spanish frigates, off Cuba.

BRAVE (lugger), 12, Lieut. H. Guion (hired): run down off Beachy Head by a transport, April 22. Crew saved.

LES DEUX AMIS, (slp.) 14, S. Wilson, T. 1796: lost on the back of the Isle of Wight, May 23. Crew saved.

WILLIAM PITT (lugger), 14, Lieut. Haswell (hired): captured by Spanish gun-boats in the Mediterranean, June 6.

PENELOPE (cutter), 18, Lieut. D. Hamline (hired): taken by the N. S. del Carmen Spanish frigate, in the Mediterranean, July 7.

CONTEST, (G. V.) 12, J. J. Short, B. 1794: lost off the coast of Holland. Crew saved.

BLANCHE, 32, J. Ayscough, B. 1796: lost in the Texel, September 28. Crew saved.

FOX, (sch.) 18, Lieut. Wooldridge: lost in the Gulf of Mexico, September 28. Crew saved.

L'AMARANTHE, (slp.) 16, J. Blake, T. 1796: lost on the coast of Florida, twenty leagues to the southward of Cape Canaveral, and many of the crew perished on shore with hunger, September.

LA LUTINE, 32, L. Skynner, T. 1793: lost off the Vlie Island, coast of Holland, October 9. Crew lost, except two.

TRINCOMALEE, (slp.) 16, J. Rowe, P. 1799: blown up in an engagement with a French ship, in the straits of Babelmandel, October 12. All the crew perished, as well as the French ship.

NASSAU, 64, G. Tripp, B. 1785: lost on the coast of Holland, October 14, with 42 of the crew.

IMPREGNABLE, 90, J. Faulknor, B. 1786: lost between Langstone and Chichester, October 19. Crew saved.

ORESTES, (slp.) 16, W. Haggitt, T. 1781: lost, with the crew, in a hurricane in the Indian Ocean, and every soul perished, November 5.

L'ESPION (formerly *Atalanté*), 38, J. Rose, T. 1794: lost on the Goodwin Sands, November 16. Crew saved.

SCEPTRE, 64, V. Edwards, B. 1781: lost in Table Bay, Cape of Good Hope, December 5, with 291 of the crew.

ETHALION, 38, J. C. Searle, B. 1797: lost on the Penmarks, December 25. Crew saved.

1800.

1800.

MASTIFF, (G. B.) 12, Lieut. J. Watson: lost on Yarmouth Sands, with eight of the crew, January 5.

WEYMOUTH, (A. T.) 26, A. Crofton, P. 1796: lost on the bar of Lisbon, January 21. Crew saved.

BRAZEN, (slp.) 18, J. Hanson, B. 1799: lost near Brighton, January 26. Only one man saved.

REPULSE, 64, J. Alms, B. 1780: lost on a sunken rock, twenty-five leagues S. E. of Ushant, March 10. Crew (except ten) saved on the Glenan Islands, but made prisoners.

DANÆ (formerly *La Vailante*), 20, Lord Proby, T. 1798: carried into Brest by mutiny of the crew, March 17.

QUEEN CHARLOTTE, 100, Vice-Adm. Lord Keith, Capt. A. Todd, B. 1790: blown up, with the captain, in Leghorn Roads, after having caught fire by accident, only 24 officers and 144 seamen escaping, March 17.

RAILEUR, 20, J. Raynor (F. Pr. P.).....	} Parted in a gale in the Channel, May 16 or 17, and not since heard of.
LA TROMPEUSE, 18, J. P. Robinson (F. Pr. P.):	
LADY JANE (cutter), 8, W. Bryer (hired).....	

WASP, (F. V.) 16, J. Edwards, P. 1782.....	} Burnt in Dunkirk Roads, in attempt- ing to destroy some French frigates, July 7.
FALCON, (F. V.) 14, H. S. Butt, B. 1782.....	
COMET, 14, (Bb.) T. Leef, B. 1783.....	
ROSARIO, (S.) (F. S.) 14, J. Carthew, T. 1797.:	

DROMEDARY, (S. S.) 24, B. W. Taylor, B. 1779: lost in the Bocca, near the island of Trinidad, in the night of August 10. Crew saved.

STAG, 32, R. Winthrop, B. 1794: lost in Vigo Bay, September 6. Crew saved.

HOUND, (bg.) 18, W. J. Turquand, B. 1796: lost near Shetland, September 26. Crew lost.

DILIGENCE, (bg.) C. B. H. Ross, 16, B. 1795: lost in September, on a small island twenty leagues to the westward of Havana. Crew saved by the Thunderer, 74.

CORMORANT, 20, Hon. C. Boyle, T. 1796: lost on the coast of Egypt. Crew saved, but made prisoners by the French.

CHANCE, (S.) (slp.) G. S. Stovin, 16 (late *Galgo*), T. 1799: upset on her beam-ends, and foundered, in the West Indies, October 9. Only 2 officers and 23 men saved.

ROSE (hired cutter), 10, Lieut. Smith: taken by two Dutch gun-vessels, in the river Ems, October 13.

MARTIN, (slp.) Hon. M. St. Clair, 16, B. 1790: supposed to be lost in the North Sea, October, with all the crew.

MARLBOROUGH, 74, T. Sotheby, B. 1767: lost on a sunken rock, near Belle Isle, November 4. Crew saved.

HAVICK, (slp.) 18, P. Bartholomew, T. 1796: lost in St Aubin's Bay, Jersey, November 9. Crew saved.

ACTIVE (cutter), 12, Lieut. J. Hamilton (hired): taken by a French privateer and some Dutch gun-boats, in the Ems, November. Retaken, a privateer, May 16, 1801.

ALBANAISE, (bg.) 8, F. Newcombe: carried by the crew, who mutinied, into Malaga, November 23.

SIR THOMAS PASLEY, (bg.) Lieut. C. J. Nevin, 16 (hired): captured by two Spanish gun-boats, Mediterranean, December 2.

1801.

REQUIN, (A. B.) Lieut. S. Fowell, 12, T. 1795: lost on the coast of France, near Quiberon, January 1. Crew saved, but about twenty made prisoners.

CONSTITUTION (cutter), Lieut. W. H. Faulknor, 12 (hired): captured, after a gallant resistance, by two French cutters, each of a superior force, off Portland, January 9. Retaken the same evening, by the Harpy brig, 18, and Greyhound revenue cutter.

INCENDIARY, (F. S.) R. D. Dunn, 14, B. 1782: captured by the French squadron under Vice-Adm. Gantheaume, Mediterranean, January 29: but afterwards scuttled.

CHARMING MOLLY (cutter), D. Sheriff, *Master* (hired): foundered on her passage from St. Marcou, February.

LURCHER (cutter), Lieut. R. Forbes (hired), 12: captured by a French privateer of 16 guns, coast of France, February.

SPRIGHTLY (cutter), Lieut. R. Jump, 13, B. 1778: captured by the French squadron under Vice-Adm. Gantheaume, Mediterranean, February 10: but afterwards scuttled.

SUCCESS, S. Peard, 32, B. 1781: captured by ditto, February 13. Retaken September 1801.

TELEGRAPH (hired brig), 16, Lieut. C. Corsellis: parted in a gale off Cape Ortegal, February 14, and not since heard of.

BULLDOG (bomb), B. Dacres, 18, B. 1782: taken at Ancona, having entered unapprized of its being in the power of the French, February 27. Since retaken.

INVINCIBLE, Rear-Adm. T. Totty, Capt. J. Rennie, 74, B. 1766: struck on Hasborough Sand, near Yarmouth, and lost there, on March 16, on her passage to the Baltic. Rear-Adm. Totty and 125 others saved; the rest, including Capt. Rennie, about 400, perished.

BLAZER, (G. V.) Lieut. J. Tiller, 12: captured under the Swedish fort of Warberg, in the Baltic, March 23. Since restored.

SCOUT, (slp.) H. Duncan, 18, Pr. P. 1800: struck on the Shingles at the west end of the Isle of Wight, and lost, March 25. Crew saved.

NANCY (cutter), J. Yames, 6, (hired): captured by a French privateer, Channel, March.

LA BABET, (F.) J. Mainwaring, 20, T. 1794: supposed to have foundered in the West Indies, with all the crew.

I. A. LEGERE, F. C. Quinton, 24, T. 1796: cast away about twelve leagues from Carthagena, South America. Captain and crew made prisoners.

LA FORTE, (F.) L. Hardyman, 50, T. 1799: lost in the Red Sea, June. Crew saved.

MELEAGER, Hon. T. B. Capel, 32, B. 1785: wrecked on the Triangles in the Gulf of Mexico, June 9. Crew saved.

SWIFTSURE, B. Hallowell, 74, B. 1787: captured by the French squadron under Vice-Adm. Gantheaume, Mediterranean, June 24.

SPEEDY, (slp.) Lord Cochrane, 14, 1782: taken by a French squadron under Adm. Linois, Mediterranean, June.

HANNIBAL, S. Ferris, 74, B. 1786: taken by a French squadron commanded by Rear-Adm. Linois, under the batteries of Algeziras, Gibraltar Bay, July 5.

AUGUSTUS,

AUGUSTUS, (G. V.) Lieut. J. Scott, (1) 2, B. 1796: wrecked in Plymouth Sound, July 7. Crew saved.

JASON, Hon. J. Murray, 36, B. 1800: struck on a sunken rock, and wrecked, in the Bay of St. Maloes, July 21. Captain and crew made prisoners. Afterwards destroyed by fire, by the boats of the Clyde, 38, and other vessels, under the command of Capt. C. Cunningham.

IPHIGENIA, H. Stackpoole, 32, B. 1800: burnt, by accident, at Alexandria, July. Crew saved.

LOWESTOFFE, R. Plampin, 32, B. 1762: lost on the Isle of Heneaga, West Indies, in the night of August 11. Crew saved.

PROSELYTE, 32, T. 1796: wrecked on a sunken rock, off the Island of St. Martin's, West Indies, September 4.

BONETTA, 18, T. New, Pr. P. 1797: lost on the Jardins, on the south side of Cuba, October 25. Crew saved.

COCKCHAFFER (lugger), V. Philpot, 8 (hired): } Lost in
FRIENDSHIP, (G. V.) 2 P. 1796 } a gale,
near Guernsey, November. Crew saved.

L'UTILE, 18, (F.) E. J. Canes, Pr. P. 1801: upset in a gale, on her passage from Gibraltar to Minorca and Malta, and every man perished, November.

1803.

RESISTANCE, Hon. P. Wodehouse, 36, B. 1801: lost on Cape St. Vincent, early in the morning of May 31. Crew saved.

LA SEINE, (F.) D. Milne, 42, T. 1793: ran aground on a sand bank to the northward of the Texel, in the night of June 25, and afterwards destroyed by fire.

LA MINERVE, (F.) J. Brenton, 42, T. 1795: ran aground in a thick fog, in the evening of July 2, near Cherbourg, and there captured. Crew saved, but made prisoners.

SURINAM, (slp.) (F.) R. Tucker, 18, T. 1799: detained as a prize by the Dutch at the island of Curaçoa.

CALYPSO, (slp.) W. Venour, 16, B. 1783: run down and sunk, with all the crew, by one of the convoy, in a gale, on returning from Jamaica, August.

REDBRIDGE, (sch.) Lieut. G. Lempriere, 16, B. 1796: taken by a squadron of French frigates, near Toulon, August.

PORPOISE, (A. S.) (S.) Lieut. Fowler, 12, T. 1795: lost on a coral reef, off New South Wales, in lat. 22 deg. 20 min. S. long. 155 deg. 52 min. E., August 17, 1803. Crew saved.

CIRCE, Charles Fielding, 28, B. 1785: struck on the Lemon and Ower, in the North Sea, in chase of an enemy, and lost, November 16. Crew saved.

GARLAND, (F.) Frederick Cottrell, 22, Pr. P. 1800: lost off Cape François, St. Domingo, November. Crew saved.

SHANNON, E. L. Gower, 36, B. 1803: struck aground in a gale, and wrecked, under the batteries of Cape La Hague, in the night of December 10. Crew saved, but made prisoners. Afterwards destroyed by fire by the boats of the Merlin sloop.

AVENGER, (slp.) (F.) J. Snell, 16, P. 1803: foundered off the Weser, December. Crew saved.

SUFFISANTE, (bg.) (F.) G. Heathcote, 16, T. 1792: wrecked in a gale off Spike Island, Cork Harbour, December 15. Crew saved.

GRAPPLER, (G. V.) Lieut. A. W. Thomas, 12: grounded on the Isles de Chosey, December 31, and there taken possession of, and burned by the enemy. Crew made prisoners.

1804.

LA CREOLE, (F.) A. Bissell, 40, T. 1803: foundered on her passage from Jamaica, January 2. Crew saved by the Cumberland, 74.

RAVEN, (bg.) (F.) S. Swaine, 18, T. 1799: lost on the south-west of Sicily, January 6. Crew saved.

YORK, Henry Mitford, 64, B. 1796: supposed to have foundered in the North Sea, with all the crew, in January, having been missing from December 26, 1803.

FEARLESS, (G. V.) Lieut. G. Williams, 12, 1793: lost off Redding Point, Cawsand Bay, February.

HUSSAR, P. Wilkinson, 38, 1799: struck on the Saints, in the Bay of Biscay, and lost, February. Crew saved.

CERBERE, (F.) Lieut. J. Patey, 12, T. 1800: missed stays, lost on Berry Head, Torbay, February 19. *Since weighed up.*

WEAZEL, (bg.) W. Layman, 14, B. 1799: driven on shore in a gale, near Cabritta Point, Gibraltar Bay, and went to pieces, March 1. One man perished.

WOLVERENE, (slp.) H. Gordon, 16, B. 1796: surrendered, while *sinking*, to two French privateers, one of 86, the other of 20 guns, after an action of three-quarters of an hour, on her passage, as convoy, towards Newfoundland, March 21.

MAGNIFICENT, W. H. Jervis, 74, B. 1766: wrecked near the Pierres Noires, or Black Rocks, in the environs of Brest, March 25. Crew saved, but 86 made prisoners.

APOLLO, J. W. T. Dixon, 36, B. 1799: wrecked on the coast of Portugal, April 1. Captain and many of the crew perished.

HINDOSTAN, (S. S.) John Le Gros, 50, P. 1795: caught fire in the hold and burned, in the Bay of Rosas, Mediterranean, April 2. Five men perished.

SWIFT (cutter), Lieut. T. M. Leake, 8 (hired): taken by a French privateer, of 8 guns and 56 men, Mediterranean, April. Commander killed.

VINCEJO, (S.) (bg.) J. Wright, 18, T. 1799: captured during a dead calm, in Quiberon Bay, by a flotilla of gun-boats and luggers, May 20.

DEMÉRARA, (sch.) Lieut. T. Dutton, 10: captured July 14, by Le Grand Decide, French ship of 22 guns and 150 men, after an action of half-an-hour, in the West Indies.

LILY, (slp.) William Compton (80 men), 16, B. 1795: taken by a French privateer (formerly *Marlboro' Packet*), of 16 guns and 140 men, off the coast of Georgia, July 14. Captain killed.

CONSTITUTION (cutter), Lieut. J. S. A. Dennis, 10 (hired): sunk in action, with 120 sail of the enemy's gun-boats, in company with his Majesty's ships *Immortalité*, *Harpy*, and *Adder*, August 26. Crew saved.

DE RUYTER, D. (S. S.) Lieut. J. Beckett, 64, T. 1799: lost in the hurricane at Antigua, September 3. One man perished.

DRAKE, F. (slp.) 16, T. 1800: lost by grounding on a shoal off Nevis, September. Crew saved.

GEORGIANA (A.) (cutter), Lieut. J. Kneeshaw (hired): grounded

grounded in the mouth of the Seine, with an ebb tide, September 15; set on fire and destroyed by the crew, who escaped.

CONFLICT, (G. V.) Lieut. C. C. Ormsby, 14, B. 1801: grounded in chase of the enemy, near Nieuport, October 24. Crew saved.

LORD ELDON, (A. S.) F. Newcombe, 16 (hired): taken November 12, in the Straits of Gibraltar, by several Spanish gunboats. Afterwards retaken.

ROMNEY, Hon. John Colvill, 50, B. 1762: run aground in a fog, on the Haaks, near the Texel, and lost, November 19. Crew saved.

VENERABLE, John Hunter, 74, B. 1784: struck on the sunken rocks near Roundham Head, Torbay, and lost, November 24. Crew saved.

HANNIBAL, (A. S.) R. L. J. O'Connor, 16 (hired): drifted from her anchors in the Downs, and lost near Sandown Castle, November. Crew saved.

DUKE OF CLARENCE, (A. C.) Lieut. B. N. Clements, 10 (hired): struck on a rock in chase, and lost on the coast of Portugal, December. Crew saved.

MORNE FORTUNEE (bg.): wrecked December 6, on the west end of Atwood Kay, in the West Indies. Crew saved, after remaining eight days without provisions, and suffering every hardship.

CONSTANCE (armed cutter), Lieut. Menzies, 6 (hired): lost off the coast of Ireland, December. Crew saved.

GERTRUDE, (sch.) Lieut. Broad, 16 (hired): run down in the Channel, by L'Aigle frigate, December 15. Crew saved.

STARLING, (g.-bg.) Lieut. George Skottowe, 14, B. 1801: went on shore near Calais in a fog, and destroyed, December 18. Crew saved.

TARTARUS (bomb), T. Withers, 12, P. 1797: driven on Margate Sands in a gale, and wrecked, December 20. Crew saved.

MIGNONNE, (slp.) (F.) ———— 18, T. 1803: driven on shore, and rendered disserviceable, on the Leeward Island station, December. Crew saved.

SEVERN, Prince of Bouillon, 44, B. 1786: driven on shore in a gale, and wrecked in Grouville Bay, Jersey, December 21.

MALLARD, (G. V.) 14, B. 1801: run on shore off Calais, and taken, December 25.

1805.

DORIS, P. Campbell, 36, B. 1795: struck on a sunken rock, and destroyed, in Quiberon Bay, in the night of January 21. Crew saved.

RAVEN, (bg.) William Layman, 18, B. 1804: wrecked in Cadiz Bay, January 29. Two of the crew lost.

ARROW, (slp.) R. B. Vincent, 18, carried 30, B. 1796: } Taken
ACHERON (bomb), A. Farquhar, 8, P. 1803 } by two
French frigates, and sunk, after a most severe contest, Mediter-
ranean, February 4.

ARTHUR (formerly *Venus*) (cutter), Lieut. R. Cooban, 6 (hired): taken by a French squadron, in the Mediterranean, February.

*CLEOPATRA, Sir R. Lawrie, 32, B. 1780: taken February

17, after bringing to, and sustaining a most severe action with the *Ville de Milan*, 46, considerably her superior in size, metal, and number, North American station. *See Section I.*

BOUNCER, (g.-bg.) Lieut. S. Bassan, 14, B. 1804: wrecked off Dieppe, and crew made prisoners, February.

IMOGENE, (slp.) H. Vaughan, 16, Pr. P. 1804: foundered on her passage from Leeward Islands, March 1. Crew saved.

REDBRIDGE, (sch.) 8, B. 1804: lost at Jamaica, March. Crew saved.

HAWKE, (slp.) J. Tippet, 18, P. P. 1803: missing since May, supposed to have foundered in the Channel.

SEA-GULL, (bg.) H. Burke, 18, B. 1795: } Foundered in a
MARY (hired), Lieut. T. S. Pacy, } cruise, with all
the crews; time unknown.

FLY, (slp.) P. B. Pellew, 18, B. 1804: lost on the Carysfort Reef, in the Gulf of Florida, May. Crew saved.

CYANE, (slp.) 18, Hon. G. Cadogan, B. 1796 (since *Ceyf*): taken by the *Hortense* and *Hermione* frigates, near Martinique, May 12. Retaken by the *Princess Charlotte*.

ORESTES, (slp.) T. Browne, 16, P. 1803: run aground on a sand-bank near Gravelines, and afterwards burnt, to prevent capture. Crew saved.

RANGER, (slp.) Charles Coote, 16, B. 1796: captured by the Rochfort squadron, July 17, being previously so damaged by her crew, that the enemy were obliged to burn her.

BLANCHE, Z. Mudge, 36, B. 1801: taken and afterwards burned, July 19, in lat. 20 deg. N., long. 66 deg. W., after a most gallant resistance against a French squadron, consisting of two frigates and two sloops.

DOVE (cutter), A. Boyack, 6: taken by the Rochfort squadron, August 5.

SHEERNESS, Lord G. Stuart, 44, B. 1787: lost, in gale of wind, off Trincomale Bay, Island of Ceylon. Crew saved.

PLUMPER, (g.-bg.) Lieut. H. Garrety, 14, B. 1804: } Taken

TEASER, (g.-bg.) Lieut. G. L. Ker, 14, B. 1804. . . . } off St.
Maloes, by five French gun-brigs, August.

PIGMY, Lieut. W. Smith, (2) 14, T. 1779: wrecked in St. Aubin's Bay, Jersey, August. Crew saved.

ALTHORPE (cutter), Lieut. William Scott, 16, (hired): foundered in the Channel.

CALCUTTA, Daniel Woodriffe, 50, P. 1793: taken, after a determined resistance, by a French squadron, on passage as convoy from St. Helena, near Scilly, September 26.

BARACOUTA, (sch.) Lieut. J. Orchard, 4, B. 1804: wrecked on the Jordan Kay, off Cuba, on the morning of October 2. Crew saved, but made prisoners.

ORQUIJO, (S.) C. Balderson, 18, T. 1805: foundered in a gale, Jamaica station, October. 95 of her crew lost.

SQUIB, (F. V.) ——— 4, (hired): driven on shore, and bilged, near Deal, October 11. Crew saved.

BITER, (g.-bg.) Lieut. G. T. Wingate, 14, B. 1801: run aground and destroyed, near Calais, November 10. Crew saved.

WOODLARK, (g.-bg.) Lieut. Thomas Innes, 14, B. 1788: run aground and destroyed, near St. Valery, November 18. Crew saved.

PIGEON, (sch.) J. S. Buckraft, 4, P. 1805: lost off the Texel, December. Crew saved, but made prisoners.

1806.

MANLY, (g.-bg.) Lieut. M. White, 12, B. 1804: ran on shore near Rysum, on the Ems, in East Friesland, and there seized by the enemy, in violation of the neutrality of that river, her commander being previously captured, January.

*FAVORITE, (slp.) John Davie, 18, B. 1794: taken by a French squadron off Cape de Verd Islands, January 6.

PAPILLON, (slp.) (F.) W. Woolsey, 16, T. 1803: foundered on passage from Jamaica station, with all the crew.

BERBICE, (sch.) Lieut. J. G. Gooding, 6, B. 1804: sunk at Demerara, time unknown. Crew saved.

SEAFORTH, Lieut. George Steele (2) 16, B. 1805: upset in a squall on the Leeward Island station, February. 2 of the crew saved.

UNIQUE, (sch.) Lieut. G. R. Brand, 8: taken, February 23 on the Leeward Island station, by a French privateer, of double her force, after a resistance nobly characteristic of the energy of British seamen.

AGNES (lugger), ——— 8, (hired): lost off the Texel, March. Fate of the crew unknown.

LE BRAVE, Edmund Boger, (F.) 74, T. 1806: foundered off the Western Islands, on passage from Jamaica, April 12. Crew saved, excepting 3.

*DOMINICA, Lieut. Peter, 14: carried into Guadaloupe by the crew, who mutinied in absence of their commander. Afterwards seen on a cruise, and retaken, May 24, by Wasp sloop, B. S. Bluett.

DOVER, ——— 44, (marine P. S.) B. 1786: caught fire in the hold, accidentally, at Woolwich, and burned to the water's edge, August. Crew saved.

HEUREUX, (F.) John Morrison, 22, P. P. 1800: foundered, with all the crew, on passage from West Indies to Halifax.

BELEM (sch.) Lieut. Groves, (S.) 4, T. 1806: Taken at the recapture of Buenos Ayres, August 12.

WOLF, (slp.) G. C. McKenzie, 18, B. 1804: lost on Heneaga, one of the Bahama Islands, September 5. Crew saved.

SERPENT, (slp.) John Waller, 16, B. 1789: foundered on Jamaica station, with all the crew.

MARTIN, (slp.) Thomas Prowse, 18, B. 1805: supposed to have foundered, with all the crew, in passage to Barbadoes.

NETLEY, (sch.) ——— 14, B. 1798: taken by two French frigates in the West Indies.

LA CONSTANCE, A. S. Burrowes, 22, T. 1797: grounded near Cape Frehel, October 12, after a continued fire of four hours from a battery, &c. See HOME STATION.

TOBAGO, (sch.) Lieut. ———, 12, P. 1805: taken by the General Ernest privateer, 18, near Guadaloupe, after a gallant resistance of an hour and a half, October 18.

HANNAH (gun-boat), Lieut. John Foote: taken off Algeziras, by a Spanish privateer of far superior force, October 25.

ATHENIENNE, (F.) R. Raynsford, 64, T. 1800: lost, by striking on the rocks, called Esquerques, near Sicily, on the night of October 27. 347 of the crew were supposed to be lost, including the commander.

ZENOBI, (sch.) ——— 10, B. 1805: lost on the coast of Florida.

REDBRIDGE.

REDBRIDGE, (F.) (sch.) Lieut. E. Burt, 12, T. 1804: wrecked on the Providence station, November 4. Crew saved.

ADDER, (g.-bg.) Lieut. M. Shuldham, 14, B. 1806: driven on shore near Abreval, and there taken possession of by the enemy, December 9.

CLINKER (g.-bg.) Lieut. John Salmon, 14, B. 1804: foundered in a cruise off Havre, December. All hands perished.

1807.

NAUTILUS, (slp.) E. Palmer, 18, B. 1804: wrecked on Cerigotto, a barren rock in the Levant, January 4. Part of the crew survived; but 62 were destroyed by famine, and among these the commander.

UNITED BROTHERS (tender), Lieut. W. M'Kenzie, 6, (hired): taken off the Lizard by a privateer of 12 guns, after a spirited resistance, January 6.

JACKDAW, (sch.) Lieut. N. Brice, 10, B. 1806: taken near the Cape de Verd Islands, by a Spanish corvette, January. Retaken by the Minerva, February 17.

FELIX, (sch.) R. Clarke, 10, Pr. P. 1804: driven on shore and wrecked in the Bay of St. Andero, where she had been sent with a flag of truce, January 22. Crew lost except 3.

ORPHEUS, T. Briggs, 32, B. 1780: lost on a coral reef, Jamaica station, January 23. Crew saved.

SANTA LUCIA, (F.) (bg.) Hon. M. De Courcy, 16, T. 1803: captured on the Leeward Island station.

BLENHEIM, Rear-Adm. Sir T. Trowbridge, bart. Capt. Austin Bissell, 74, B. 1761, Red. 1801: missing since February, after experiencing some tremendous gales off Table Bay, and not since heard of.

WOODCOCK, (sch.) Lieut. J. C. Collett, 10, B. 1806: } Wreck-
WAGTAIL, (sch.) Lieut. William Cullis, 8, B. 1806: } ed at St.
Michael's, one of the Western Islands, February 13. Crews saved.

AJAX, Hon. H. Blackwood, 74, B. 1798: caught fire accidentally, Mediterranean station, and burned, February 14. The commander escaped, and part of the crew.

PROSPERO (bomb), W. King, 8, P. 1803: lost off Dieppe, February 18. Crew saved, except 7; the rest captured.

INVETERATE (g.-bg.) Lieut. G. Norton, 14, B. 1804: lost near St. Valery en Caux, February 18. Four of the crew perished, and the remainder were captured.

GRIPER, (g.-bg.) Lieut. E. Morris, 14, T. 1804: foundered off Ostend, during a violent gale, February 18. All hands perished.

SPEEDWELL, (bg.) Lieut. W. Robertson, 14, P. 1796: foundered off Dieppe, in the gale of February 18.

IGNITION, (F. V.) Lieut. Philip Griffin, 4, P. 1804: lost off Dieppe, February 19. Four of the crew were drowned, and 14 saved.

MAGPIE, (sch.) Lieut. E. Johnson, 14, B. 1806: driven by stress of weather into Perros, and there taken possession of by the enemy, February 19.

BUSY (cutter), Richard Keilly, 12, B. 1797: upset on the Halifax station, and lost, with all her crew.

ATALANTE, (slp.) Lieut. John Bowker, *acting*, 16, T. 1797: lost off Rochefort; crew saved, but part made prisoners, February.

PIGMY

PIGMY (cutter), Lieut. Higginson, 12, B. 1806: lost off Rochefort; officers and crew saved, but taken, March 2.

BLANCHE, Sir T. Lavie, 38, T. 1801: lost, off Ushant, in the night of March 4. Forty-five of the crew perished; the rest were captured.

CRAFTY, F. (sch.) Lieut. R. Spencer, 12, T. 1804: taken by three privateers, of far superior force, in the Strait of Gibraltar, March 9.

CÆSAR, F. (bg.) 18, T. 1806: driven on shore on the coast of La Gironde; crew lost, except 45, March.

FERRETER, (g.-bg.) Lieut. H. Weir, 14, B. 1801: taken by seven Dutch gun-boats, in the night, after many of the crew had been killed, March 31.

PIKE, (sch.) Lieut. John Ottley, 4, B. 1804: taken off Alta-vella, on passage from Jamaica to Curaçoa, by Le Marat French privateer, April 20.

DAUNTLESS, (slp.) C. Strachey, 18, B. 1804: taken by the French at the surrender of Dantzic, May 26.

JACKALL, (g.-bg.) Lieut. C. Stewart, 18, B. 1801: driven on shore and destroyed near Calais, in the night of May 29; crew saved, but captured.

CASSANDRA (cutter), Lieut. Geo. Le Blanc, 10, B. 1805: upset in a squall off Bordeaux; eleven of the crew perished.

EXPLOSION (bomb), E. Ellicott, 12, P. 1797: lost on Sandy Island, near Heligoland, by the ignorance of the pilot; crew saved.

BARBARA (cutter), Lieut. E. D'Arcy, 10, B. 1806: taken and carried into Cayenne, by the General Erneuf French privateer, 14 guns, after an action of three hours, September 17.

MOUCHERON, (F.) James Hawes, 16, Pr. P. 1802: lost in the Dardanelles.

PERT, Donald Campbell, 16, Pr. P. 1805: lost on October 16, on the island of Santa Margareta; eleven of the crew perished.

SUBTLE, (sch.) Lieut. Wm. Dowers, 10: struck on the rocks of Bermuda, at ten o'clock at night, October 26: crew saved.

LEVERET, (slp.) R. J. L. O'Connor, 18, B. 1806: lost, November 10, in a violent gale, on the Galloper; crew saved.

WILLIAM, (S.S.) John Foxton (master), 12, P. 1798: lost, November 11, in the Gut of Canso, Nova Scotia; crew saved.

FIREFLY, (sch.) Lieut. Thomas Price, 12, T. 1805: lost in a hurricane, off Curaçoa, November 17, by striking on a sunken rock. All on board perished except the surgeon.

BOREAS, (bg.) Robert Scott, 22, B. 1806: lost, on the Han-nois Rock, about a mile from Guernsey. 63 of the crew were saved, and about 100 perished, including the commander and several officers, December 5.

ANSON (frigate), C. Lydiard, 40, *Red.* 1794, B. 1784: wrecked, December 29, while bearing from Mount's Bay towards Fal-mouth. About 60 of the crew were lost, including the captain.

ELIZABETH, J. Sedley, 12: foundered with her crew, in the West Indies, date unknown.

MARIA, J. Henderson, 10: foundered with her crew, in the West Indies, date unknown.

1808.

SPARKLER, (g.-bg.) J. S. A. Dennis, 14, P. 1814: lost, January 12, on the coast of Holland. Fourteen of the crew lost.

LORD KEITH (cutter), Lieut. M. Roberts (hired), 10: driven into Cuxhaven in a violent gale of wind, January 15, and there taken possession of by the enemy.

KINGFISH, (sch.) Lieut. C. Hunter, 6, B. 1806: taken and carried into Guadaloupe, by a French privateer. Retaken by the Pheasant sloop, 18.

BACCHUS (cutter), Lieut. Henry Murray, 10, B. 1806: taken on the Leeward Island station.

FLORA, L. O. Bland, 36, 1780: run on shore and destroyed on the coast of Holland. Nine of the crew lost, January 19.

DELIGHT, P. C. Handfield, 16, B. 1806: run on shore, January 31, on the coast of Calabria, and burned the succeeding day, to prevent her from falling into the hands of the enemy; not, however, till after she had destroyed several of the enemy's gun-boats.

LEDA, R. Honeyman, 38, B. 1800: driven on shore and wrecked at the entrance of Milford Haven, January 31.

RAPOSA, Lieut. James Violet, 12, T. 1806: blown up by the crew, February 15, to prevent capture, after running aground on a shoal near Carthage. The Raposa had 55 men, opposed to 207, and 6 guns.

L'HIRONDELLE, (F.) (bg.) Lieut. Joseph Kidd, 16, T. 1804: wrecked near Tunis, in the beginning of March. Only four persons saved.

MUROS, (F.) (*f. Alcide*), A. Duff, 22, Pr. T. 1805: wrecked, March 24, in the Bay of Honda, in Cuba. Crew saved.

ELECTRA, (bg.) G. Trollope, 16, B. 1804: lost off Sicily, March 25. Crew saved.

MILBROOK, (sch.) Lieut. James Leach, 16, B. 1797: lost on the Burlings, March 26, in a heavy gale of wind. Crew saved.

WIGEON (sch.) Lieut. Geo. Elliot, 8, B. 1806: driven on shore and destroyed on the coast of Scotland, April 20. Crew saved.

BERMUDA, (slp.) 13, B. 1805: lost on the Memory Rock, Little Bermuda, April 22. Crew saved.

RAPID, (g.-bg.) Lieut. H. Baugh, 14, B. 1804: sunk by the batteries in the Tagus, whilst attempting to cut out two valuable merchantmen, May 18.

ASTREA, Edmund Heywood, 32, B. 1781: wrecked on the rocks near the island of Anegada, May 24. Crew, except four persons, saved.

TICKLER, (g.-bg.) Lieut. J. W. Skinner, 14, P. 1806: taken, during a calm, in the Great Belt, by four Danish gun-boats, after an obstinate conflict of four hours; 14 men were killed, and 22 wounded, out of 50, which was the whole complement. The commander perished. June 4.

TURBULENT, Lieut. Geo. Wood, B. 1805: taken, after a gallant resistance, in the Bay of Malmo, June 10, by a Danish flotilla.

SEAGULL, (bg.) R. Cathcart, 18, B. 1804: sunk, June 19, after a very gallant action, off the harbour of Christiansand, with the Danish brig Lougen, of 20 guns, and several gun-boats. Crew captured.

CAPELIN,

CAPELIN, (sch.) Lieut. Bray, 4, B. 1804; struck on a sunken rock, and destroyed, while reconnoitring Brest harbour. All hands saved, June 30.

NETLEY, (F.) (bg.) 14, P. 1807: lost on the Leeward Island station. Only 9 of her crew saved, July 10.

PICKLE, (sch.) Lieut. M. Cannadey, 10, P. 1805: lost at the entrance of Cadiz, with despatches, July 27.

MELEAGER, Frederic Warren, 36, 1806: lost on Barebush Key, Jamaica. Crew saved, except a midshipman and three seamen, July 30.

TIGRESS, (g.-bg.) Lieut. E. N. Greensword, 12, B. 1790: taken, August 2, in the Great Belt, by sixteen Danish gun-vessels, after a conflict of one hour. 2 k. 8 w.

DELPHINEN, (D.) R. Harward, 18, T. 1807: lost, August 4, off the coast of Holland.

LAUREL, J. C. Woolcombe, 22, B. 1806: taken, September 15, off the Isle of France, Indian Ocean, by La Canonniere, 36, after a severe engagement, in which the Laurel had 8 k. and 20 w.

MARIA, (bg.) Lieut. J. Bennett, 14: taken and sunk, September 29, off Antigua, by a French corvette, of 22 guns. The Maria had commander and 5 k. and 9 w.

CARNATION, (slp.) C. M. Gregory, 18, B. 1807: taken, October 3, off Martinique, by a French national brig, after a contest of three hours, within pistol shot. The British commander and 9 men k. and 30 w. of whom 15 have since died.

GREYHOUND, Hon. W. Pakenham, 32, B. 1809: lost on the coast of Luconia, October 4. Crew all saved, but one seaman.

VOLADOR, (bg.) Frs. Geo. Dickens, 16: lost, October 24, in the Gulf of Coro, West Indies. Crew saved.

CRANE, (sch.) Joseph Tindale, 8, B. 1806: lost on the rocks at the West Hoe, October 26. Crew saved.

ROOK, (sch.) Lieut. J. Lawrence, 8, B. 1806: taken, off St. Domingo, by two French privateers, of 12 and 10 guns, after a desperate action, October.

BANTERER, Alex. Shippard, 22, B. 1807: lost in the river St. Lawrence, December 4. Crew saved.

CRESCENT, J. Temple, 36: wrecked on the coast of Jutland, in a heavy gale. Crew, except about twenty, perished, December 6.

JUPITER, Hon. E. R. Baker, 50: wrecked on a reef of rocks, in Vigo Bay, December 10. Crew saved.

FLYING FISH, (sch.) Lieut. Godwin, 4: lost, off St. Domingo, December 15. Crew saved.

BÜSTLER, (g.-bg.) Lieut. R. Welsh, 12, B. 1805: lost on the coast of France, December 26. Crew saved.

1809.

MORNE FORTUNEE, (F.) (bg.) Lieut. J. Brown, 12, T. 1805: lost in a squall off Martinique, January 9. 19 of the crew saved.

MAGNET, (bg.) Lieut. G. Morris, 18, B. 1807: lost on the ice in the Baltic, January 11. Crew saved.

PIGEON, (sch.) Lieut. R. Cox, 2, B. 1806: run on shore near Margate, and bilged, January 15. Crew, except 2, saved.

CLAUDIA (cutter), Lieut. A. B. W. Lord, 10, B. 1806: wrecked off Norway, January 20. Crew saved.

PRIMROSE,

PRIMROSE, (slp.) James Mein, 18, B. 1807 : lost on the Mac-nacle Rocks, near Falmouth, January 22, and all on board perished.

PROSELYTE (bomb), H. J. Lyford, 4, B. 1804 : wrecked in the Baltic, January. Crew saved.

HADDOCK, (sch.) Lieut. C. W. Selwyn, 8, B. 1805 : taken by the French 16 gun-brig Génie, Channel, January 30.

CARRIER (cutter), Lieut. Milner, 10, P. 1805 : wrecked on the French coast, February 5. Crew made prisoners.

VIPER, (sch.) 8, P. 1797 : sailed from Cadiz for Gibraltar, February 13, 1809, and has not since been heard of.

PROSERPINE, Charles Otter, 32, B. 1807 : taken and carried into Toulon, by the French frigates Penelope and Palineure, February 28. The *Proserpine* had 21 k. and 25 w.

HARRIER, (slp.) T. R. Ridge, 13, B. 1804 : parted company off the Isle of France, March, and has not since been heard of.

MEDIATOR, T. Wooldridge, 36, P. 1804 : destroyed, as a fire-ship, in Basque Roads, under the orders of the Right Hon. Lord Cochrane, April 11.

ALCMENE, W. H. B. Tremlett, 32, B. 1794 : struck on a rock, off Nantes, coast of France, April 29. The wreck was set on fire by the crew, who were all saved.

SEA-LARK, (sch.) Lieut. J. Proctor, 10, B. 1806 : lost in the North Sea.

UNIQUE, (bg.) Lieut. T. Fellowes, 10, T. 1807 : burned at Basseterre, Guadalupe, May 31.

AGAMEMNON, Jonas Rose, 64, B. 1781 : lost in the River Plate, June 20.

SOLEBAY, E. H. Columbine, 32, B. 1809 : lost on the coast of Africa, July 11.

LARK, (slp.) Robert Nicholas, 18, B. 1798 : upset in a heavy gale, off Cape Causada, August 8.

ALAART, (D.) James Tillard, 18, T. 1807 : taken off Fredericksvaern, on the coast of Norway, by two Danish brigs, and a division of fifteen gun-boats, August 10, after a very obstinate resistance of two hours.

LORD NELSON (cutter), 8, B. 1803... : } Lost at Flushing,
HURD (cutter), 8, P. : } August. Crew
saved.

DOMINICA, (F.) Lieut. Charles Welsh, (2) 14, T. 1807 : upset near Tortola, in a tremendous hurricane, August. Three of the crew saved.

FOXHOUND, (bg.) J. Mackenzie, 18, B. 1809 : foundered on her return from Halifax, August 31. Crew perished.

MINX, (g.-bg.) Lieut. George Le Blanc, 14, B. 1801 : taken by six Danish gun-boats, off the Scaw, September 2, where she was stationed with a light.

CURIEUX, (F.) Hon. G. Moysey, 18, T. 1804 : lost in the West Indies, November 3. Crew saved.

GLOMMEN, G. Pickford, 18, T. 1807 : lost in Carlisle Bay, November. Crew saved by the *Gloire* frigate.

HARLEQUIN, P. C. Anstruther, 16, T. 1804 : ran on shore near Seaford, and wrecked, December 7.

SALORMAN, (D.) (cutter), Lieut. A. Duncan, 10, T. 1803 : wrecked in the Baltic, December 22. Crew saved.

FAMA, (D.) (bg.) 16, T. 1803 : wrecked in the Baltic, December 23. Crew saved.

JUNON,

JUNON, J. Shortland, 44, T. 1809 : taken after a most obstinate resistance, at different periods, by the *Renommée* and *Clorinde* French frigates, December 13. *Junon* had 90 men killed and wounded.

DEFENDER, Lieut. George Nops, 14, B. 1802 : lost near Folkstone, December 14. Crew saved.

CONTEST, (g.-bg.) J. Gregory, 12 : foundered, as is supposed, on her passage from America.

SHAMROCK, (sch.) Lieut. Abram Bowen, 8, B. 1803 : lost on passage from Halifax to Barbadoes.

PELTER (g.-bg.) Lieut. W. Evelyn, 14, B. 1804 : lost on her passage from Halifax to Leeward Islands, December.

VICTOR, (slp.) E. Stopford 18, T. 1808 : captured in the Bay of Bengal, by the *Bellona*, 44, after a most determined and obstinate resistance. Since retaken.

1810.

ACHATES, Pinto, 10, B. 1808 : wrecked in the West Indies. Crew saved.

WILDBOAR, T. Burton, 10, B. 1808 : lost on a rock between the Scilly Isles and the main, February.

CUCKOO, (sch.) S. H. Paddon, 8, B. 1800 : driven on shore at Calantzoog, near Haarlem, on the night of April 4. Crew saved, but made prisoners.

FLECHE, (F.) G. Hewson, 16, T. : lost off the River Elbe, May 24. Crew saved.

ALBAN (cutter), Lieut. S. Thomas, 10, B. 1806 : taken after a severe action with several Danish gun-boats, in which the commander was killed, May 24.

RACER (cutter), Lieut. D. Miller, (2) 12, B. 1810 : lost on the coast of France, May 24. Crew made prisoners.

DIANA, Lieut. W. Kempthorne, 10, P. 1808 : lost at Rode-rigues, May. Crew saved.

MAGICIENNE, (F.) L. Curtis, 36, T. 1781 : } Grounded, in at-
SIRIUS, S. Pym, 36, B. 1797 } tempting to run
alongside a French squadron, off the Isle of France, and destroyed
by their crews, August 23.

NEREIDE, (F.) N. J. Willoughby, 36, T. 1797 : taken by a French squadron off the Isle of France, after a most determined and gallant resistance, in which all the officers and men on board were either killed or wounded, August 23.

LIVELY, George M. Kinley, 38, B. 1804 : struck on rocks near Malta, August 26. Crew saved.

IPHIGENIA, H. Lambert, 36, ——— : taken by a French squadron at Isle de la Passe, off Grand-Port, Isle de France, August 28.

BOLD, Lieut. W. Chivers, 14, B. 1804 : lost on Prince Edward's Island, September 27.

CONFLICT, Lieut. J. B. Batt, 12, B. 1801 : foundered in the Bay of Biscay, on November 9.

PLUMPER, Lieut. W. Frissel, 12, B. 1807 : foundered in the River St. Lawrence, in November.

PALLAS, G. P. Monke, 32, B. 1804. . . : } Wrecked off Edin-
NYPHE (F.) E. S. Clay, 36, T. 1780 : } burgh Frith, in
the night of December 18. Crews, excepting 9, saved.

MINOTAUR, J. Barret, 74, B. 1793: wrecked on the Haak Sands, at the mouth of the Texel, December 22.

1811.

FLEUR DE LA MER, (sch.) 8, ———: foundered at sea, January 8. All the crew saved by an American brig, which was under her convoy.

SATELLITE, Hon. W. Bertie, 16, B. 1806: upset in a squall, on the night of January 19.

PANDORA, J. Ferguson, 18, B. 1806: lost on the Scaw Reef, February 13.

AMETHYST, Jacob Walton, 36, B. 1799: wrecked in Plymouth Sound, February 16. About 30 of the crew saved.

SHAMROCK, (sch.) Lieut. W. P. Croke, 8, B. 1805: lost on Cape St. Mary, February 25.

THISTLE, (sch.) W. G. M'Pherson, 8, B. 1808: lost near New York, March 6.

CHALLENGER, G. Blennerhasset, 18, B. 1806: taken off the Isle of Bas, by a frigate and an armed store-ship, March 12.

DOVER, Edward Tucker, 38, B. 1805: driven on shore in Madras Roads, and stranded, May 2. Crew saved.

CHICHESTER, W. Kirby, 32, T. 1809: driven on shore in Madras Roads, and stranded, May 2. Crew saved.

ALACRITY, N. Palmer, 19: taken by the Abeille French corvette, of 20 guns, off Corsica, in May, after a severe action, having had 15 k. and 20 w.

OLYMPIA, Lieut. H. Taylor, 10, B. 1804: taken off Dieppe.

BLACK JOKE, Lieut. M. Cannadey, 4, hired: taken.

FIRM, (g.-bg.) Lieut. J. Little, 14, B. 1804: grounded in chase, off the coast of France, and was set on fire by the crew, and totally destroyed, June 28.

SAFEGUARD, T. England, 12: taken in the Baltic by the Danes, June 29.

STAUNCH, Lieut. H. Craig, 14, B. 1804: lost off Madagascar, with all the crew.

SNAPPER, (sch.) Lieut. Thrakstone, 4, B. 1804: taken off Brest, July 15.

GUACHAPIN, Lieut. M. Jenkins, 12: driven on shore at Antigua, in a heavy gale, and bilged, July 29. Crew saved.

TARTAR, Joseph Baker, 36, B. 1801: struck on a sand in the Baltic, and wrecked, August 18. Crew saved.

MANLY, Lieut. R. W. Simmonds, 18: taken by a squadron of Danish gun-boats, in the Baltic, after a severe action, September 2.

SWAN (cutter), Lieut. ——— B. 1767: taken in the Sleeve, after a severe action, by a squadron of Danish gun-boats.

POMONE, Robert Barrie, 38, B. 1805: wrecked on the Needles Rock, October 14. Crew saved.

GROUPER, (sch.) Lieut. ———, 4, B. 1804: lost off Guadaloupe, October 21. Crew saved.

SALDANHA, Hon. W. Pakenham, 36, B. 1809: totally wrecked on the night of December 4, during a violent gale of wind, at N. W. at the entrance of Loughswilly, on the coast of Ireland, and nearly the whole of the officers and crew drowned.

BLOODHOUND,

BLOODHOUND, (g.-bg.) Lieut. T. Warrant, 14, B. 1801 : lost near Trevoze Head, coast of Cornwall. Crew saved.

FANCY, (g.-bg.) Lieut. Alexander Sinclair, 14, B. 1806 : lost in a violent gale in the Baltic, with all her crew, December 24.

HERO, James N. Newman, 74, B. 1803 : wrecked with all the crew, in a dreadful gale, on the Haak Sands, mouth of the Texel, December 24.

GRASSHOPPER, (bg.) H. Fanshawe, 18, B. 1806 : obliged to run into the Nieuw Diep, Texel, in a heavy gale, and there taken possession of by the enemy, December 24.

ST. GEORGE, Rear-Adm. R. C. Reynolds,) Wrecked in a
Capt. D. O. Guion, 98, B. 1785.....) dreadful gale off
DEFENCE, David Atkins, 74, B. 1765....) the coast of Jut-
land, on their passage from the Baltic, December 24. Only twelve
of the crew of the St. George, and six of the Defence, were saved.

MONKEY, — Fitzgerald, 14, B. 1801 : supposed lost on the coast of France, December 25, 1810.

EPHERA, (bg.) T. Everard, 10, B. 1808 : lost on the Porpoises, near Cadiz, December 26. Crew saved.

1812.

LAUREL, S. C. Rowley, 38, T. 1807 : lost on the Graives Rocks, in the Teigneuse Passage. Crew saved, but 96 made prisoners.

MANILLA, John Joyce, 36, B. 1807 : lost on the Haak Sands, Texel, January 28. Crew, excepting 12, saved.

FLY, (bg.) Henry Higman, 18, B. 1806 : struck on the Knoben Reef, on the east point of the island of Anholt, February 29. Crew saved.

SKYLARK, James Boxer, 16, B. 1806 : ran on shore, and destroyed, near Boulogne, May 3. Crew saved.

APELLES, 14, B. 1808 : run on shore near Boulogne, in company with the Skylark ; but afterwards recaptured by the Bermuda, Phipps, Castillian, and Rinaldo, under a severe fire from the batteries for three hours.

EXERTION, Lieut. — Murray, 12, B. 1805 : lost by getting aground in the river Elbe, but afterwards destroyed by his Majesty's ship Redbreast, July 8.

ENCOUNTER, (bg.) Lieut. J. H. Talbot, 14, B. 1805 : taken in an attempt to cut out some vessels at St. Lucar, after a very severe action, July 11.

ALERT, T. L. P. Laugharne, 16, B. 1804 : taken on the coast of North America, after a most gallant and severe action, by the American frigate Essex, of 44 guns, August 13.

CHUBB, Lieut. Samuel Nisbett, 4, B. 1808 : upset while cruising on the coast of North America, and totally lost, with all the crew, August 14.

EMULOUS, W. H. Mulcaster, 18, B. 1805 : lost on Sable Island. Crew saved.

ATTACK, (bg.) Lieut. R. W. Simmonds, 14, B. 1804 : taken in a calm off Anholt, after a most severe action with a squadron of fourteen Danish gun-boats, August 19.

GUERRIERE, J. R. Dacres, 38, T. 1806 : taken by the Constitution American frigate, of 50 guns and 476 men, commanded by Capt. Hull, August 19.

WHITING, (sch.) L. Maxly, 4, B. 1804 : taken by the Diligent French privateer, coast of North America, August 22.

LAURA, Lieut. C. N. Hunter, 10, B. 1805 : taken by the Diligent French privateer, on the coast of North America, after a most gallant resistance, September 8.

BARBADOES, Thomas Huskisson, 28, B. 1803 : struck on the N. W. bar of Sable Island, and lost, September 28. Crew saved, excepting one man.

AVENGER, Urry Johnstone, 16, B. 1804 : lost on the Chain Rock, going into St. John's, Newfoundland, October 8. Crew saved.

MAGNET, F. M. Maurice, 10, B. 1809 : supposed to have foundered on her passage to Halifax, with all her crew.

CENTINEL, (g.-bg.) Lieut. W. King, 14, B. 1804 : lost on the shoals off the island of Rugen, near the Great Belt, October 10. Crew saved.

PROLIC, (bg.) T. Whinyates, 18, — : taken by the American sloop of war Wasp, of 20 guns, October 18 : was recaptured the same day by the Poitiers, 74, Sir J. P. Beresford.

MACEDONIAN, J. S. Carden, 38, B. 1810 : taken off Madeira by the American frigate United States, Com. Decatur, of 54 guns and 478 men, October 25.

NIMBLE (cutter), Lieut. Reynolds, B. 1811 : foundered in a gale, off the island of Salo, in the Cattegat, November 6. Crew saved.

BELETTE, (bg.) David Sloan, 18, B. 1806 : lost on the rocks off the island of Lessoe, in the Cattegat, and all the officers and crew perished, except five men, November 24.

SUBTLE, (sch.) Lieut. C. Brown, 10, B. 1810 : upset off St. Bartholomew's, West Indies, when in chase of an American privateer, November 30. Crew perished.

PLUMPER, J. Bray, 12 : wrecked in the Bay of Fundy, December 5. Part of the crew saved.

FEARLESS, (g.-bg.) H. L. Richards, 12 : wrecked off the coast of Spain, December 8.

ALBAN (cutter), Lieut. W. S. Key, 10 : totally wrecked near Aldborough, December 18, and the whole of the crew, except one man and one woman, perished.

JAVA, Henry Lambert, 38 : taken, December 29, off the coast of Brazil, by the Constitution American frigate, of 44 guns, and afterwards destroyed.

1813.

FERRET, F. A. Halliday, 18, B. 1806 : lost near Leith, January 7. Crew saved.

DARING, (g.-bg.) Lieut. W. R. Pascoe, 12, B. 1804 : destroyed on February 7, by her crew, to prevent her falling into the hands of the enemy.

SARPEDON, Thomas Parker, 10, B. 1808 : supposed lost, being missing since December 1812.

RHODIAN, John Bass, 10, B. 1808 : lost on her passage to Jamaica, February 21. Crew saved.

PEACOCK, William Peake, 18, B. 1807 : taken, off Demerara, February 24, by the American sloop of war Hornet, 18, Capt. Lawrence;

Lawrence, after a severe action of forty-five minutes, and afterwards sunk.

LINNET, Lieut. J. Treacy, (bg.) 14, B. 1806: taken by the Gloire French frigate, 44, near the Madeiras, February 25.

CAPTAIN, (R. S.) 74, B. 1787: burnt in Hamoze, on the night of March 22.

ALGERINE, D. Carpenter, 10: wrecked in the West Indies, May 20.

PERSIAN, Charles Bertram, 18, B. 1809: lost on the Silver Keys, in the West Indies, June 16. Crew saved.

DÆDALUS, Murray Maxwell, 38, B. 1810: lost on a shoal near the Island of Ceylon, July 2. Crew saved.

DOMINICA, Lieut. G. W. Barette, 10 small carronades, and 75 men, P. 1810: taken, August 5, after a most determined resistance, by the Decatur American brig, of 7 guns and 140 men.

COLIBRI, J. Thompson, 18, B. 1809: lost, during a violent gale, in Port Royal, Jamaica, August 22. Crew saved.

BOXER, Samuel Blyth, 14, B. 1804: taken by the Enterprize American brig of war, of 16 guns and 130 men, after a most desperate action, in which Capt. Blyth and the commander of the Enterprize were killed, September 5.

HIGHFLYER, W. Hutchinson, 8: taken by the American frigate President, off Nantucket, September 9.

ALPHEUS, (sch.) Lieut. J. W. Jones, 10, B. 1806: blew up in a desperate close action with the Renard French privateer, of 14 guns, September 9. Crew perished.

GOSHAWK, Hon. W. J. Napier, 16, B. 1809: wrecked in the Mediterranean, September 21. Crew saved.

LAURESTINUS, A. Gordon, 24, B. 1809: wrecked on the Silver Keys, Bahama Islands, October 22. Crew saved.

TWEED, William Mather, 18, B. 1807: lost in Shoal Bay, Newfoundland; only 52 of the crew were saved, November 5.

WOOLWICH (*en flute*), T. B. Sullivan, 40, B. 1785: lost off Barbadoes, November 6. Crew saved.

ATALANTE, F. Hickey, 18, B. 1807: lost off Halifax Mighthouse, November 10. Crew saved.

SOUTHAMPTON, Sir James Yeo, knight, 32, B. 1755: struck on a reef of rocks near Conception Island, in the Crooked Island Passage, Bahamas, and totally lost, November 27. Crew saved. The Southampton had previously captured the United States' brig Vixen, of 14 guns and 130 men, which also shared a similar fate.

DART, T. Allen, 10: foundered about the latter end of December.

1814.

HOLLY, (sch.) Lieut. S. S. Treacher, 8, B. 1808: wrecked off St. Sebastians, January 29. Lieut. Treacher and 5 men drowned.

PICTOU, E. Stephens, 16: taken, February 14, by the American frigate Constitution.

ANACREON, John Davis, 18: foundered February 28, in the Channel.

DECOY, J. Pearce, 10: captured March 22.

RAPIDE (tender), 12, T. 1808: lost on the Saints. Crew saved.

s s 3

VANTOUR,

VANTOUR, P. Lawless, 18: supposed to have foundered with all the crew.

EPERVIER, Richard Wales, 18, B. 1812: taken, after a severe action, by the Peacock American sloop of war, of 24 guns, April 29.

BALLAHOU, Lieut. N. King, 8, 1814: taken by the Perry American privateer, after a gallant action, April 29.

HALCYON, J. H. Marshall, 18, B. 1813: lost in Anato Bay, on the north side of St. Domingo, on a reef of rocks hitherto unknown, except to the natives, May 19.

REINDEER, Wm. Manners, 18, B. 1804: taken (but afterwards burnt) after a severe action by the United States' ship Wasp, of 22 guns, June 28.

LEOPARD, Edward Crafton, 50, B. 1794: lost near the Island of Anticosti, in the Gulf of St. Lawrence, June 28. Crew saved.

LANDRAIL (cutter), Lieut. R. D. Lancaster, 4: taken, July 12, in the Channel, by the American privateer Syren.

PEACOCK, R. Coote, 18: foundered off the southern coast of the United States, in August. Crew perished.

AVON, Hon. J. Arbuthnot, 18, 1814: sunk (*but not captured*), after a most severe and gallant action with the Wasp American sloop of war, of 22 guns, September 1. Crew saved.

HERMES, W. H. Percy, 20: destroyed in an attack upon an American battery, at Mobile, September 15.

CRANE, (gun-bg.) R. Standley, 18: foundered in the West Indies, September 30.

RACER, Lieut. H. F. Pogson, 12, B. 1813: lost in the Gulf of Florida, October 10. Crew saved.

PANTOME, Thomas Sykes, 18, 1810: lost on her passage from St. John's, New Brunswick, to Halifax, November 24. Crew saved.

CUTTLE.....4: } Foundered on the Halifax sta-
HERRING, J. Murray.4: } tion; exact date unknown.

1815.

SYLPH, George Dickens, 18, B. 1805: lost on Southampton Bar, North America, January 17. Crew, except 6, perished.

STATIRA, Spelman Swaine, 38, B. 1807: struck on a sunken rock and lost, February 26, off the Island of Cuba. Crew saved.

ST. LAWRENCE, Lieut. Gordon, 16: taken, after a severe action, by the Chasseur American privateer, 24 guns, February 26.

ELIZABETH, (sch.) Lieut. J. W. Dwyer, 12, P. 1807: upset in the West Indies, when in chase of an American privateer.

LEVANT, Hon. G. Douglas, 20, B. 1813: } Taken, after a
CYANE, Gordon Falcon, 20, B. 1806....: } very spirited
action, on the coast of Africa, by the Constitution American frigate, March 20. *The Levant has since been retaken by the Newcastle.*

PENGUIN, J. Dickinson (2), 18: taken, after a most obstinate resistance, by the United States' sloop of war Hornet, March 23.

PENELOPE, James Galloway, 36, B. 1798: struck on the ice near Newfoundland, and part of the crew lost, May 1.

DOMINICA, R. Crawford, 14: wrecked near Bermuda, August 13.

CYGNET,

CYGNET, R. Russel (1), 18, B. 1804: lost off Courantyn river. Crew saved.

1816.

PHŒNIX, C. J. Austen, 36, B. 1783: driven on shore in a hurricane, in the Bay of Chisine, near Smyrna, February 20. Crew saved.

SECTION IX.

COMMANDING OFFICERS, WHO LOST THEIR LIVES IN THE SERVICE OF GREAT BRITAIN DURING THE WAR.

b. signifies blown up—d. drowned—k. killed.

NAMES.	Rank	Made.	Ships they Commanded.	Died.
George Wm. Aug.				
Courtney.....k.	PC	1782	Boston.....32	1793
Ab. Pulliblack...d.	L	1782	Pigmy (cutter).....14	1793
H. T. H. Maitland k.	L	1793	Spitfire.....14	1793
James Cook.....d.	C	1793	Spitfire (slp.).....14	1794
T. W. Rich.....d.	C	—	Spitfire (sch.).....8	1794
James Miln.....k.	L	1793	Avenger (slp.).....16	1794
James Montagu...k.	PC	1775	Montague.....74	1794
John Harvey.....k.	PC	1777	Brunswick.....74	1794
R. M. Sutton.....d.	PC	1779	Ardent.....64	1794
John Hutt.....k.	PC	1783	Queen.....98	1794
Lewis Robertson..k.	PC	1782	Veteran.....64	1794
Walter Serocold...k.	C	1794	At a battery against Calvi	1794
R. Faulknor.....k.	PC	1794	Blanche.....32	1795
Adam Littlejohn..k.	PC	1795	Berwick.....74	1795
William M'Carthy d.	L	1795	Musquito (G. V.)...5	1795
Hon. R. Forbes...d.	PC	1790	Dryad.....36	1795
John Woodley...d.	PC	1793	Leda.....36	1795
S. Seymour.....d.	C	1795	Arab.....18	1796
W. Swaffield.....b.	PC	1793	in Amphion, on a visit	32 1796
C. Garnier.....d.	PC	1795	Aurora.....28	1796
J. J. Symon.....d.	C	1795	Helena (slp.).....14	1796
T. Gott.....d.	L	1796	Cormorant (blown up)	16 1796
T. Maxtone.....d.	C	1796	Bermuda.....18	1796
F. V. Field.....d.	C	1795	Curlew (bg.).....18	1796
J. Guerin.....d.	C	1794	La Sirenne.....16	1796
William Mulso...d.	C	1796	Hermes.....14	1797
John Smith.....d.	C	1795	Lord Mulgrave (ASS)	20 1797
H. H. Parker.....d.	C	1796	La Vipere.....18	1797
Richard Bowen...k.	PC	1794	Terpsichore.....32	1797
J. Gibson.....k.	L	—	Fox (cutter).....12	1797

William

NAMES.	Rank	Made.	Ships they Commanded.	Died.
William Huggett .d.	L	1790	Resolution (bg.)	1797
William Goodall .d.	L	—	Grace (R. B.)	3 1797
R. Rund. Burgess.k.	PC	1790	Ardent.	64 1797
H. Pigot k. by Crew	PC	1794	Hermione	32 1797
R. Parker	PC	1790	Intrepid	64 1797
John M'Inerheny.k.	L	1795	Mary Antoinette	10 1797
J. Hollingsworth .k.	L	1793	Growler (G. V.)	12 1797
Scory Barker	PC	1793	Wr. in Le Tribune . . .	44 1797
Samuel Mason	L	1783	Pandour (bg.)	14 1797
Thomas Hayward.d.	C	1796	Swift (slp.)	16 1797
John Drew	PC	1797	Cerberus	32 1798
J. K. Pulling	PC	1797	Form of the Penguin 18	1798
Horace Pine	C	1794	Scorpion (slp.)	16 1798
Alexander Hood .k.	PC	1781	Mars	74 1798
Roger Mears	C	1794	Mackarel Transport —	—
James Drew	C	1790	De Brak (cutter)	14 1798
G. B. Westcott .k.	PC	1790	Majestic	74 1798
John Pollexfen . . .	L	1795	Margaret (tender) . . .	— 1798
— Whittle	L	—	Caroline (tender) . . .	— 1798
Lewis Mortlock .k.	C	1798	Wolverene (G.V.) . . .	12 1799
Hon. H. Grey	C	1798	Weazle (slp.)	12 1799
Sir C. Lindsay, bt. d.	PC	1797	Daphne	20 1799
D. Willmot	PC	1798	Alliance (slp.)	20 1799
E. Pakenham	PC	1790	Resistance	44 1799
R. W. Millér	PC	1796	Theseus	74 1799
L. Skynner	PC	1795	La Lutine	32 1799
Edw. Cooke	PC	1794	La Sybille	44 1799
Valent. Edwards .d.	PC	1787	Sceptre	64 1799
John Rowe	C	1790	Trincomalee (slp.) . . .	16 1799
W. Haggitt	C	1795	Orestes (slp.)	16 1799
James Hanson	C	1795	Brazen (slp.)	18 1800
Andrew Todd	PC	1796	Queen Charlotte	100 1800
J. P. Robinson	C	1796	Trompeuse	18 1800
John Raynor	C	1796	Railleur	20 1800
W. J. Turquand .d.	C	1798	Hound (bg.)	18 1800
G. S. Stovin	C	1800	Chance (late Galgo) 16	1800
Hon. M. St. Clair .d.	C	1797	Martin (slp.)	16 1800
John Rennie	PC	1799	Invincible	74 1801
J. R. Mosse	PC	1790	Monarch	74 1801
Edward Riou	PC	1791	Amazon	38 1801
Jemmett Mainwar-				
ring	PC	1795	La Babet	20 1801
E. T. Parker	C	1799	Gun-boats at Boulogne	1801
W. Bevians	L	1780	L'Insolente (G.B.) . . .	1801
G. Long	C	1799	Vincego (bg.)	18 1801
Cesar Corsellis . . .	L	1790	Telegraph (bg.)	16 1801
Edw. J. Canes	C	1799	L'Utile (slp.)	18 1801
Wm. Venour	C	1802	Calypso (slp.)	16 1803
J. Woodward Scott.k.	L	1795	Princess Augusta(h.cut.)	1803
Thomas Parsons . . .	L	1799	Hecate (G. V.)	1803
Henry Mitford	PC	1796	York	64 1803
W. T. Mart. Leake.k.	L	1802	Swift (h. cutter)	1804
J. W. T. Dixon . . .	PC	1798	Apollo	33 1804
Henry Baker	C	1804	Pelican (slp.)	16 1804
Wm. Compton	C	1804	Lily (slp.)	16 1804

R. Carth.

NAMES.	Rank	Made.	Ships they Commanded.	Died.
R. Carth. Reynolds. k.	C	1804	Curieux (slp.) 16	1804
Wm. Henry Jervis. d.	PC	1790	Tonnant. 30	1805
J. Eades Baker . . . d.	L	1795	Winchelsea 32	1805
Wm. Temple. . . . d.	C	1804	Geolan (slp.) 16	1805
Henry Burke. . . . d.	C	1800	Sea-Gull (bg.) 18	1805
James Tippet d.	C	1802	Hawke (slp.) 18	1805
James Marshall. . . d.	L	1783	Watchful (G. V.) . . 14	1805
William Scott d.	L	1798	Althorpe (h. cutter). 16	1805
V. Adm. Right Hon. Lord Nelson, &c. k.	VA		Victory (off Trafalgar) 100	1805
George Duff. . . . k.	PC	1798	Mars. 74	1805
John Cooke k.	PC	1794	Bellerophon 74	1805
T. S. Pacey d.	L	1800	Mary (h. cutter) . . .	1805
William Woolsey. d.	C	1805	Papillon (slp.) 18	1805
George Steele. . . . d.	L	1794	Seaforth (bg.) 18	1806
G. R. Brand. . . . k.	L	1803	Unique (sch.) 8	1806
H. N. Bowen. . . . k.	L	1805	Ballahou (sch.) . . . 4	1806
John Waller. . . . d.	C	1802	Serpent (slp.) 16	1806
John Morrison. . . . d.	PC	1806	Heureux 22	1806
Thomas Prowse. . . d.	C	1806	Martin (slp.) 18	1806
A. Saund. Burrowes k.	PC	1806	Constance 22	1806
R. Raynsford d.	PC	1802	Athenienne 64	1806
John Salmon d.	L	1802	Clinker (g.-bg.) . . 14	1806
Wm. M'Kenzie . . k.	L	1799	United Brothers (hd.) 16	1807
Wm. King d.	C	1804	Prospero (bomb) . . . 8	1807
Philip Griffin . . . d.	L	1804	Ignition (F. V.) . . . 8	1807
Edmund Palmer. . d.	C	1804	Nautilus (slp.) . . . 18	1807
Edward Morris . . . d.	L	1800	Griper (g.-bg.) . . . 14	1807
R.-Ad. Sir T. Troubridge, Bart. . . d.	RA		Blenheim 74	1807
Austin Bissell . . . d.	PC	1804	Blenheim 74	1807
John Campbell . . k.	L	1806	Observateur (bg.) . . 18	1807
C. Elphinstone . . d.	PC	1804	Blenheim 74	1807
Robert Pigot d.	PC	1806	Java 36	1807
J. Sherriff k.	C	1806	Curieux 18	1807
R. Keilly d.	C	1804	Busy (bg.) 18	1807
James Hawes d.	C	1802	Moucheron (bg.) . . 16	1807
John Buller k.	L	1807	Superieure 16	1807
John Henderson . . d.	L	1807	Marie (sch.) 12	1807
Robert Scott. . . . d.	PC	1806	Boreas 22	1807
Thomas Price d.	L	1807	Firefly (sch.) 14	1807
C. Lydiard d.	PC	1801	Anson 40	1807
Thos. Secombe . . k.	PC	1796	Glatton 50	1808
P. C. Handfield . . k.	C	1806	Delight 18	1808
Conway Shipley . . k.	PC	1804	La Nympe 36	1808
G. E. B. Bettesworth k	PC	1805	Tartar 32	1808
G. N. Hardinge . . k.	PC	1804	St. Fiorenzo 36	1808
Joseph Kidd. . . . d.	L	1804	Hirondelle (sch.) . . 16	1808
J. W. Skinner . . . k.	L	1794	Tickler (g.-bg.) . . . 14	1808
G. A. Spearing . . k.	L	1802	Subtle (sch.)	1808
James Lawrence . . k.	L	1802	Rook (sch.) 8	1808
John Temple. . . . d.	PC	1801	Crescent 36	1808
James Bennett. . . k.	L	1791	α. 14	1808
C. M. Gregory. . . k.	C	1801	(bg.) 18	1808
William Combe. . . k.	C	1801	. . . . . 18	1808

James

NAMES.	Rank	Made.	Ships they Commanded.	Died.
James Mein d.	C	1806	Primrose (alp.) 18	1809
John Brown d.	L	1802	Morne Fortunée (bg.) 12	1809
John Culverhouse, d.	PC			1809
Frederick Parker . . d.	C	1806	Derwent (bg.) 18	1809
William Evelyn . . d.	L	1799	Pelter 14	1809
John Shortland . . . k.	PC	1805	Junon 44	1810
Hugh Cameron . . k.	C	1806	Hazard 18	1809
John Conn d.	PC	1802	Swiftsure 74	1810
Hon. W. Pakenham d.	PC	1807	Saldanha 36	1811
H. Craig d.	L		Staunch 14	1811
R. C. Reynolds . . d.	RA	1808	St. George 98	1811
D. O. Guion d.	PC	1802	St. George 98	1811
James N. Newman d.	PC	1794	Hero 74	1811
D. Atkins d.	PC	1798	Defence 74	1811
Hon. J. Gore d.	C	1810	Scorpion 18	1812
F. Moore Maurice d.	C	1810	Magnet 10	1812
Charles Robb d.	C	1810	Apelles 14	1813
Henry Lambert . . . k.	PC	1805	Java 36	1813
Samuel Blyth k.	C	1811	Boxer 14	1813
Bridges W. Taylor d.	PC	1802	Apollo 38	1814
Sir Peter Parker . . k.	PC	1805	Menelaus 38	1814
J. Dickenson, 2 . . . k.	C		Penguin 18	1815
George Dickens . . . d.	C	1813	Sylph 18	1815

PART III.

PRIVATEERS,

FRENCH, DUTCH, SPANISH, DANISH, AND AMERICAN, TAKEN OR DESTROYED BY THE BRITISH DURING THE WAR.

* * The name and strength of the vessel taken precede the mark: — : the subsequent particulars describe the ship which made the capture—g. signifies guns, s. swivels, and m. men.

1. FRENCH PRIVATEERS, TAKEN OR DESTROYED.

1793.

Le Patriote, 24 m.—Childers, sloop, 8, R. Barlow, near Gravelines, February 16.

L'Elizabeth—Iphigenia, 32, P. Sinclair, in the Channel, Feb. 16.

L'Entreprenant—Juno, 32, S. Hood, in the Channel, Feb. 17.

Le Sans Peur—Alligator, 28, W. Affleck, North Sea, February.

Le Prend Tout—Alligator, Feb. 21.

La Jeune Marie, 2 g. 4 s. 39 m.—Ferret, sloop, 12, W. Nowell, North Sea, February 21

L.e

- Le Jean Bart, 6 g. 4 s. 37 m.—Ferret, sloop, February 21.
 Le Custine, 8 s. 24 m.—Savage, sloop, 16, A. Fraser, N. S. Feb. 24.
 Name unknown, sch. 4 g. 10 s. 60 m.—Hind, sloop, February
 Europa—Swan, 14, revenue cutter, Channel, February.
 La Marie Anne—Ditto, February.
 L'Affrique, cutter—Spitfire, sloop, 14, P. C. Durham, Chan. Feb.
 Name unknown, row-boat, 4 g. 22 m.—Greyhound, revenue cut-
 ter, in the Channel, February.
 Name unknown, 18 m.—Stag, revenue cutter, in the Chan. Feb.
 Name unknown, row-boat, 12 m.—Fortune, sloop, 16, F. Wool-
 dridge, near Boulogne, February.
 Le Custine, brig—Hind, 28, A. F. Cochrane, in the Channel, Feb.
 Name unknown, boat, 9 m.—Deal boats, carried into Ramsgate,
 February.
 L'Actif, 30 tons, 30 m.—Greyhound, reven. cutt. in the Ch. Feb.
 La Palme, 12 g. 60 m.—Juno, 32, S. Hood, in the Chan. March 2.
 Sans Culottes, 12 s. 22 m.—Spider, cutter, 12, W. Lanyon, Chan.
 March 5.
 L'Outade, brig, 12 g.—Tisiphone, sloop, 12, in the Chan. March 5.
 Le Custine, 8 g.—Iris, 32, G. Lumsdane, North Sea, March 6.
 Jean Bart, 6 g. 45 m.—Falcon, sloop, 14, J. Bissett, near Scilly,
 March 9.
 Sans Culottes, 12 g. 82 m.—Scourge, slp. 16, G. Briac, Ch. March 13.
 Le Triton—Destroyed by Childers, sloop, 14, R. Barlow, March 14.
 L'Hirondelle, 16 g. 85 m.—Boston, 32, G. W. A. Courtney, North
 Sea, March 20.
 Les Trois Amis, boat, 4 g. 25 m.—Lizard, 28, T. Williams, and
 Cleopatra, 32, A. J. Ball, North Sea, March 24.
 St. Jean, 28 tons—Spitfire, sloop, 14, P. C. Durham, Chan. March.
 St. Marguerite—Burnt, near Havre de Grace, by ditto, March.
 L'Aimable Marie, 10 g.—Hind, 20, A. F. Cochrane, Cha. March.
 Sans Culottes, 8 g. 43 m.—Lizard, 28, T. Williams, N. S. March.
 Le Vaillant Custine, 4 g. 10 s. 39 m.—Ditto, March.
 Malberses, 2 g. 27 m.—Swan, revenue cutter, off Portland, March.
 L'Amérique, 32 m.—Latona, 38, Thornbrough, off Bolthead, Mar.
 L'Aimab. Liberté, lugger, 20 m.—Phaëton, 38, Sir A. S. Douglas,
 Channel station, March.
 Name unknown, 17 m.—Swan, revenue cut. off Start Point, March.
 Le Jeune Benjamin, 4 g. 40 m.—Alarm, revenue lugger, and
 Mary, privateer, and sent into Dartmouth, March.
 La Fantaisie, 8 g. 43 m.—Ferret, sloop, 14, W. Nowell, North
 Sea, sent into Deal, April 13.
 Le Gen. Dumourier, 20 g. 200 m.—St. George, 98, Rear-Adm. J.
 Gell, Capt. T. Foley; Egmont, 74, A. Dickson; Ganges, 74,
 A. J. P. Molloy; Edgar, 74, A. Bertie; Phaëton, 38, Sir A. S.
 Douglas, off Cape Finisterre, April 14.
 L'Enfant de la Patrie, 10 g. 28 m.—Alarm, 32, J. Robertson, and
 Swallow, revenue cutter, sent into Shoreham, April 27.
 Le Chauvelin, 10 g. 54 m.—Alarm, 32, J. Robertson, sent into the
 Downs, April 27.
 Laborieux—L'Aimable, 32, Sir H. Burrard, and Juno, 32, S. Hood,
 in the Channel.
 Le Republicain, 6 g. 37 m.—Royal Charlotte, excise cutter, sent to
 Leith, April.
 Name unknown, lugger, 6 g. 60 m. " revenue lugger,
 sent into Portsmouth, April.

- Le Custine, 50 tons, 6 g. 7 s. 47 m.—Greyhound, revenue cutter, sent into Weymouth, April.
 Name unknown, 14 g. 70 m.—Ann, of Liverpool, and sent into Liverpool, April.
 Le Tarquin, brig, 16 g.—Hind, 28, A. F. Cochrane, Chan. April.
 La Liberté, 12 g. 55 m.—Ditto, sent into Limerick, April.
 L'Egalité, 8 g. 50 m.—Ditto, sent into Limerick, April.
 Sans Culottes, 16 g.—La Nymphe, 36, Sir E. Pellew; and Venus, 32, J. Faulknor, sent into Falmouth, May 24.
 Le Courier, 10 g. 16 s.—L'Aimable, 32, Sir H. Burrard; and Circe, 28, J. S. Yorke, in the Channel, May 26.
 General Washington, 20 g. 180 m.—Tartar, 20, T. F. Freemantle, and Mermaid, 32, J. Trigge, Mediterranean station, May 27.
 L'Angélique, 16 g.—Mermaid, 32, J. Trigge, Med. sta. May 30.
 Name unknown, lugger, 10 g.—Mary, Mollyneux, of Liverpool, sent to Hoy-lake, May.
 Franklin, brig, 10 g.—Latona, 38, E. Thornbrough, Chan. May.
 La Georgette, 20 g.—Hind, 28, A. F. Cochrane, sent into Falmouth, May.
 Le Supreme, 6 g. 29 m.—Dolphin, rev. cut. sent into Marazion, May.
 L'Auguste, 18 g.—Circe, 28, J. S. Yorke, in the Channel, May.
 La Didon, 14 g.—Ditto, May.
 L'Ambitieux, lug. 10 g.—Latona, 38, E. Thornbrough, Chan. May.
 Name unknown, 10 g.—Captor unknown, off Lundy Island, in Bristol Channel, sent into Padstow, May.
 Le Guidelon, 20 g. 150 m.—Boyne, 93, W. A. Otway, in the Channel, June 1.
 Le Robert, 16 g. 8 s. 170 m.—Syren, 32, J. Manley, in the Channel, June 13.
 Club de Cherbourg, cutter, 10 g.—Crescent, 36, J. Saumarez; Hind, 28, A. F. Cochrane; and Lively, privateer, between Brest and Ireland, June 22.
 La Petite Victoire—Ceres, 32, R. Incedon; and Nimble, cutter, 14, J. Smith, North Sea.
 Le Furet, 14 g.—Trial, cut. 12, Lieut. M. Malbon, N. S. June 28.
 L'Espérance, 12 g.—Druid, 32, J. Ellison, in the Channel, June.
 L'Oiseau, lugger, 50 T. 6 g. 50 m.—Lottery, cutter privateer, off Belleisle, June.
 L'Espoir, 12 g. 140 m.—Crescent, 36, Sir J. Saumarez; and Hind, 28, A. F. Cochrane, in the Channel, June.
 Le Poisson Volant, 10 g.—Phaeton, 33, Sir A. S. Douglas; and Weazle, sloop, 12, W. Taylor, in the Channel, June.
 General Washington—Ditto, June.
 Phoenix, 12 g.—Flora, 36, Sir J. B. Warren, sent into Lisbon, June.
 Name unknown, 14 g.—Castor, 32, T. Troubridge; and Mermaid, 32, J. Trigge, Mediterranean station, June.
 La République Française—Flora, 36, Sir J. B. Warren, in the Channel, June.
 Name unknown, brig.—Falcon, sloop, J. Bisset, off Portland, July.
 L'Ami de Planteur, brig, 14 g. 90 m.—Queen, and Surprise privateer, sent to Guernsey, July.
 Le Passe Partout, 16 g.—Thought, priv. sent to Falmouth, July.
 Name unknown, 8 g. 72 m.—Tarleton, Gilbody, and Eliza, Canray, letter of marque, of Liverpool, July.
 Le Vrai Patriote—Leviathan, 74; Colossus, 74; and others; Mediterranean, July.

- Le Sans Culottes—Orion, 74, J. T. Duckworth, coast of America, August 25.
 Le Sans Pareil—An English frigate, coast of Norway, August.
 Le Courier—Trimmer, sloop, 16, F. Fayerman; and Liberty, brig, 16, J. C. Searle, August.
 Le Patriote—Squirrel, W. O'B. Drury; and Liberty, brig, 16, J. C. Searle, August.
 Le Vengeur—Blanche, 32, C. Parker, West Indies, October 1.
 La Petite Zombi—Sea Flower, cutter, 14, J. Webber, African station, October 5.
 La Révolution—Blanche, 32, C. Parker, West Indies, October 8.
 Sans Culottes—Ditto, December 28.

1794.

- Le Vengeur—Rose, 28, E. Riou, West Indies, February 18.
 La Guillotine, 10 g.—Scorpion, sloop, 16, T. Western, America, August 2.
 La Montagne—Terpsichore, 32, R. Bowen, West Indies, Aug. 16.

1795.

- Republicain Pagest—Intrepid, 64, Hon. C. Carpenter, } January
 Sans Pareil—Ditto } [West Indies] and
 Perroux—Ditto } February
 La Cocarde Nationale, 14 g. 6 s. 80 m.—Lynx, sloop, 16, J. P. Beresford, America, March 1.
 Name unknown, brig, 16 g. 75 m.—Solebay, 32, sent into Barbadoes, March 1.
 La Société—Swan, sloop, T. Pearse, Jamaica station, April 1.
 La Spartiate, sch.—Beaulieu, 40, E. Riou, West Indies, April 14.
 Name unknown, small—Blanche, 32, C. Sawyer, near St. Lucia, April 17.
 La Victoire, 18 g.—Scorpion, sloop, 16, T. Western, West Indies, April 19.
 Name unknown—Resource, 28, F. Watkins, West Indies, April.
 L'Egalité—Scorpion, sloop, 16, T. Western, West Indies, May 8.
 La Bellone, sch.—Bellona, 74, G. Wilson, West Indies, May 11.
 La Rasoir Nationale, 6 g.—Mosquito, schooner, 10, Lieut. J. B. M'Farlane, Cuba, May.
 La Resource République—Cormorant, sloop, 16, J. Bingham, Jamaica, June 30.
 Le Sans Pareil—Scorpion, slp. 16, T. Western, West Ind. July 22.
 Le Republicain—Ditto, August 3.
 L'Hirondelle—Ditto, August 7.
 Le Poisson Volant, bg.—Success, 32, H. Pigot, Jam. sta. Sept. 30.
 Grand Voltigeur, schooner, 8 g. 66 m.—Hannibal, 74, J. Markham, West Indies, October 21.
 La Convention, 12 g. 74 m.—Hannibal, 74, J. Markham, West Indies, October 24.
 Petit Tonnerre, sch.—Hannibal, 74, J. Markham, W. Ind. Nov. 13.
 L'Eléonore—Ferret, slp. 14, C. Ekins, North Sea, November 20.
 Le Petit Créole—Cormorant, slp. 16, J. Bingham, Jamaica, Nov. 27.
 Le Petit Peareu, 6 g. 42 m.—Repulse, 64, W. G. Fairfax, coast of Holland, December 3.
 Name unknown, sch. 8 g. 56 m.—Pelican, sloop, 18, J. C. Searle, Mariagealante, December 14.
 La Desirée—Spider, cutter, 12, W. Lanyon.

1796.

- La Vengeance—Cormorant, sloop, 16, F. Collingwood, Jamaica station, January 19.
 Gen. Rigaud, 8 g. 45 m.—Favourite, sloop, 16, J. A. Wood, at Trinidad, February.
 Name unknown, small—Ditto (*formerly the Hind Packet*), Feb.
 Banan—Destroyed by ditto, February.
 Name unknown—Alarm, 32, G. Vaughan; and Zebra, sloop, 16, at Trinidad, February.
 L'Aurore—Cleopatra, 32, C. V. Penrose, Halifax station, March 3.
 Name unknown—Favourite, sloop, 16, J. A. Wood, near Grenada (formerly Susanna, of Liverpool), March 9.
 Lacedemonian, brig, 14 g. 90 m.—La Pique, 38, D. Milne; and Charon, 44, J. Stevenson, near Barbadoes, March 9.
 L'Aspic—Quebec, 32, J. Cook, Channel, March 10.
 Le Sans Peur, cutter, 8 g.—La Pomone, 44, Sir J. B. Warren, and others, coast of France, March 13.
 Le Courier, 14 g.—Porcupine, 24, J. Draper, Channel, March 20.
 Name unknown—Alarm, 32, G. Vaughan, and a sloop, Gulf of Paria, near Trinidad } February
 Name unknown—Ditto } or March.
 Name unknown—Ditto
 L'Alexandre, 10 g. 66 m.—Invincible, 74, W. Cayley, on a voyage to the West Indies, April 1.
 La Furèt, long musketry, 13 m.—Racoon, sloop, 16, E. Roe, coast of France, April.
 Name unknown, 8 g. 20 s.—Agamemnon, 64, Com. H. Nelson and others, off Loana, in the Mediterranean, April.
 Le Petit Diable—Adm. Duncan's squadron, coast of Norway, Apr.
 Le Poisson Volant, schooner—L'Esperance, 22, J. Rose, coast of America (*formerly Flying Fish*), May 5.
 Le Pichegru, 10 g. 34 m.—Rattler, sloop, 16, J. Cochet; and Diamond, 38, T. Le M. Gosselyn, off Cherbourg, May 6.
 L'Epervier, lugger, 2 g. 6 s. 26 m.—Flora, armed cutter, 14, Lieut. J. Reddy, off Dunkirk, May 14.
 Le Hazard—Fairy, slp. 16, J. Irwin; Resolution, 10, hired lugger, W. Chapman; and Racoon, slp. 16, E. Roe, in the Chan. May 22.
 La Fantaisie, 14 g. 75 m.—La Pomone, 44, Sir J. B. Warren and others, near Morlaix, May 25.
 Name unknown, schooner, 4 g.—Pelican, sloop, 18, J. C. Searle, at St. Lucia, May 26.
 Name unknown, 8 g. 2 s.—Ditto, May 26.
 La Revanche, brig (*pierced for 14 guns*), 12 g. 85 m.—La Suffisante, 14, N. Tomlinson, coast of France, May 27.
 La Patriote—La Suffisante, 14, N. Tomlinson, coast of Fr. June 9.
 L'Eveille, 6 g. 100 m.—La Trompeuse, 18, J. R. Watson, Irish coast, June 12.
 Morgan, brig, 16 g. 10 s. 50 m.—La Suffisante, 14, N. Tomlinson, French coast, June 28.
 Leo—Raisable, 64, C. Boyles, West Indies, June.
 Le Milan—Stately, 64, B. Douglas; Rattlesnake, slp. 16, E. Ramage; and Echo, slp. 16, J. Turner, Cape of Good Hope, July 7.
 La Revanche, 18 g. 167 m.—Melpomene, 44, Sir C. Hamilton, near Brest, July 11.

Le

- Le Terrible, 14 g.—Hazard, sloop, 16, A. Ruddach, near Cape Clear, July 16.
 Sans Culottes—Rose, cutter, sent into Swanage, July.
 Calvodos, cutter, 6 g. 10 s. 83 m.—Cerberus, 32, J. Drew; and Seahorse, 38, Irish station, July.
 La Margueretta, 4 g. 40 m.—Telemachus, hired cutter, 14, Lieut. Crispo, near Spithead, August 5.
 L'Enterprise—Duke of York, excise cutt. J. Sarmon, Ch. Aug. 10.
 Name unknown, swivels only, 17 m.—Lion, hired cutter, 10, N. Symonds, off Beachy Head, August 16.
 L'Augustine, schooner, 6 g. 4 s. 35 m.—Dispatch, Russian sloop Ignateaff, off the Texel, August 20.
 La Rochellaie, schooner, 8 g. 40 m.—Alcmene, 32, W. Brown and others, on their passage to the Mediterranean, August 20.
 Le Brave, cutter, 1 g. 2 s. 25 m.—Speedwell, cutter, 14, Lieut. E. Williams, off St. Catharine's Point, August 22.
 La Furet, lugger, 5 s. 27 m.—Fly, sloop, 16, R. H. Moubray, off Portland, August 22.
 Le Requin, 4 s. 22 m.—Telemachus, hired cutter, 14, Lieut. Crispo, near the Isle of Wight, August 27.
 Le Petit Diable, 14 m.—Swallow, revenue cutter, Amos, off Fairleigh, August 27.
 L'Indemnité, brig (*pierced for 14 guns*), 10 g. 68 m.—Diana, 38, J. Faulknor; Cerberus, 32, J. Drew; and Seahorse, 38, G. Oakes, Irish station, August 28.
 Name unknown, lugger, swivel arms, 20 m.—Antelope, revenue cutter, Case, near Portland, September 11.
 Le Thurot, cutter, 4 g. 6 s. 25 m.—Lion, hired cutter, 10, N. Symonds, near Beachy Head, September 12.
 La Victoire, schooner, 6 g. 4 s. 65 m.—Zebra, sloop, 16, J. Hurst, between Grenada and Tobago, September 12.
 Name unknown, 20 tons, swivel arms, 18 m.—Argus, revenue cutter, North Sea, September 13.
 La Bonne Espérance, 2 s. 25 m.—Childers, sloop, 14, S. Poyntz, off Cape Barfleur, September 14.
 L'Iris, 6 g. 50 m.—L'Aimable, 32, off Guadaloupe, September 15.
 La Taupe à l'Œil, brig, 8 g. 42 m.—Penguin, sloop, 18, J. K. Pulling, Irish station, September 18.
 Active, cutter, 6 g. 23 m.—Racoon, sloop, 16, E. Roe, off Dungeness, September 29.
 Phoenix, cutt. 4 g. 32 m.—Sylph, brig, 18, J. C. White, Chan. Sept.
 Name unknown, small—Stag, revenue cut. sent into Hastings, Sept.
 La Revanche, schooner, 12 g. 75 m.—Indefatigable, 38, Sir E. Pellew and others, off Brest, October 2.
 Le Vautour, brig, 9 g. 78 m.—Dryad, 36, Lord Beauclerc, Irish station, October 16.
 Le Capit. Généreux, schooner, 1 g. 3 s. 25 m.—Adventure, (S. S.) 44, G. W. Rutherford and another, West Indies, October 18.
 L'Entreprise, 6 g. 40 m.—Unicorn, 32, Sir T. Williams, Irish Channel, October 21.
 Le Buonaparte, 16 g. 137 m.—Santa Margaritta, 36, T. B. Martin, Irish station, October 24.
 Le Vengeur, 18 g. 110 m.—Ditto, October 25.
 La Marie Anne, cutter, 6 g.—Dover, hired cutter, 12, Lieut. W. Sharp, in the Channel, October.
 Providence, lugger (*pierced for 8 guns*), 4 g. 29 m.—Ditto, Oct.

- Le Franklin, 12 g. 100 m.—Artois, 38, Sir E. Nagle and others, Channel, November 2.
 L'Hirondelle, cutter, 10 g. 60 m.—Cerberus, 32, J. Drew, Irish station, November 5.
 Le Hardi Mendicant, cutter—Phoenix, hired cutter, 10, H. Pascall, near Orfordness, November 20.
 L'Espoir, lugger, 2 g. 18 m.—Marshal de Cobourg, hired cutter, Lieut. C. Webb, off Dungeness, December 12.
 Le Hazard, cutter, 2 g. 2 s. 17 m.—Lion, hired cutter, N. Symonds, near Spithead, December 14.
 Le Sphinx, small arms, 26 m.—Eurydice, 24, J. Talbot, North Sea, December 15.
 L'Hirondelle (*pierced for 16 guns*), 12 g. 70 m.—Cleopatra, 32, Vice-Adm. Murray, on the passage from Halifax to England, December 16.
 L'Aventure, brig, 16 g. 62 m.—Greyhound, 32, J. Young, off Cape Barfleur, December 19.
 Le Coup d'Essai, cutter, 2 g. 28 m.—Star, sloop, 18, Hon. J. Colvill, off the Isle of Wight, December 20.
 Maria, 6 g. 68 m.—La Minerve, 42, G. Cockburn, near Sardinia, December 23.
 L'Espérance, brig—Diamond, 38, Sir R. Strachan, near Alderney, December 24.
 Maria Topaze, 10 g. 64 m.—Lapwing, 28, R. Barton, off Montserrat, December 28.
 La Didon, cut. 4 g. 30 m.—Cerberus, 32, J. Drew, Chan. Dec. 29.
 Les Deux Amis, 14 s. 80 m.—Polyphemus, 64, G. Lumsdaine; and Apollo, 38, J. Manley, Irish station, December.

1797.

- La Musette, 22 g. 150 m.—Hazard, sloop, 16, A. Ruddach, Irish station, January 1.
 La Legere, sch. 6 g. 48 m.—Bellona, 74, G. Wilson, near Deseada, January 7.
 La Réfliche (*pierced for 14 guns*), 12 g. 67 m.—Zephyr, sloop, 14, R. Lawrie, on the passage to Barbadoes, January 8.
 Name unknown, schooner—Bellona, 74, G. Wilson; and Babet, 20, W. G. Lobb, driven on shore on Deseada, January 10.
 L'Eclair, 18 g. 120 m.—Unicorn, 32, Sir T. Williams, Chan. Jan. 11.
 La Molinette, sch. 2 s. 18 m.—Swallow, brig, 18, G. Fowke, near Bahamas, January 27.
 L'Espoir, sch. 4 g. 10 s. 48 m.—Lapwing, 28, R. Barton, off Barbuda, January 31.
 La Favorite, 8 g. 60 m.—Lord Bridport's fleet, in the Channel, Jan.
 La Liberté, lugger, 3 g. 4 s. 18 m.—Griffin, hired cutter, B. Fisk, North Sea, January.
 Le Cotentin—Harpy, slp. 18, H. Bazely, in the Channel, February.
 Le Sans Peur, cutter, 2 s. 18 m.—Syren, 32, T. Le M. Gosselin, off Cherbourg, February 2.
 Le Requin, slp. musq. 20 m.—Lion, hired cutter, 10, N. Symonds, off Dungeness, February 3.
 Le Plibustier, lugger, 14 g. 6 s. 63 m.—Eurydice, 24, J. Talbot and others, North Sea, February 6.
 La Jeune Emilie, brig, 10 g. 62 m.—Triton, 32, J. Gore and others, Channel, February 11.

Recovery,

- Recovery, cut. 14g. 46m.—Triton, 32, J. Gore, and others, Ch. Feb. 11.
 La Difficile, 18 g. 206 m.—Ditto, February 12.
 Le Buonaparte, 17 g. 110 m.—L'Espion, 38, M. Dixon; and Martin, sloop, 16, S. Sutton, North Sea, February 14.
 La Tartane, brig, 16 g. 60 m.—Greyhound, 32, J. Young, near Beachy Head, February 18.
 Le Victorieux, 4 g. 30 m.—Leopard, 50, W. Hargood, near Scarborough, February 18.
 La Furet, 10 g. 50 m.—Scourge, slp. 16, H. R. Glynn, Chan. Feb. 21.
 L'Appocrate, brig, 14 g. 65 m.—Stag, 32, J. S. Yorke, near Scilly, February 21.
 L'Hirondelle, cutter, 6 g. 45 m.—Ditto, destroyed, February 21.
 L'Aventure, s. 40 tons, pist. 11 m.—Swift, cutter, 10, Lieut. Sir J. Colleton, near the South Foreland, February 24.
 Le Mandarin—Hind, hired cutter, 14, Lieut. Woodcock; and Telemachus, hired cutter, Lieut. Newton, in the Channel, Feb. 24.
 Name unknown—Burnt at the capture of Trinidad, February.
 La Fortune, 8 g. 74 m.—Magicienne, 32, W. H. Ricketts } Jamaica
 Le Poisson Volant, 12 g. 80 m.—Ditto, } station,
 Le Poisson Volant, 5 g. 53 m.—Ditto, } between
 La Fougouse, 6 g. 57 m.—Diligence, brig, 16 } Jan. and
 Name unknown, schooner—Boats of squadron on } March.
 L'Actif, 18 g. 120 m.—Phaëton, 38, Hon. R. Stopford, Ch. March 6.
 Le Surveillant, 16 g. 160 m.—Alcmene, 32, W. Brown, Irish Coast, March 6.
 La Liberté Générale—Mermaid, 32, R. W. Otway, Jam. sta. Mar. 7.
 L'Impromptu, cutter, 4 s. 31 m.—Nimble, cutter, 14, Lieut. Festing, off St. Alban's Head, March 7.
 Le Bonheur, cutter, 2 g. 2 s. 24 m.—Nimble, cutter, 14, Lieut. Festing, off the Isle of Wight, March 7.
 Le Voltigeur, lugger, 23 m.—Eurydice, 24, J. Talbot, off the Flemish Banks, March 7.
 L'Heureuse Catharine, schooner, 6 g. 51 m.—Lapwing, 28, R. Barton, off St. Christopher's, March 7.
 Le Vautour, cutter, musq. 28 m.—L'Impétueux, 78, J. W. Payne, and others, in the Channel, March 8.
 Port au Paix, schooner, 2 s. 17 m.—Swallow, sloop, 18, G. Fowke, Cape Nicolas Mole, March 11.
 La Casca, 6 g. 50 m.—Bittern, slp. 16, J. Lavie, off Barbado. Mar. 15.
 L'Epervier, sloop, 4 g. 3 s. 29 m.—Plymouth, hired lugger, 14, Lieut. R. Elliott, near the Start Point, March 21.
 La Liberté, lugger, 18 m.—Greyhound, revenue cutter, Wilkinson, near Cape Barfleur, March 21.
 Name unknown— } Burnt in a harbour in Porto Rico, by the Her-
 Name unknown— } mione, 32, H. Pigot, March 22.
 Name unknown— }
 Le Buonaparte, cutter, 14 g.—La Suffisante, 14, J. Wittman, in the Channel, March 25.
 Le Neptune, 16 g. 90 m.—Aurora, 28, H. Digby, West of Cape Finisterre, March 27.
 L'Amitié, schooner, 14 g. 55 m.—Plymouth, hired lugger, Lieut. Elliot, near Alderney, March 29.
 Le Général, brig (pierced for 18 guns), 14, g. 104 m.—Kingfisher, sloop, 18, J. Bligh, near Oporto, March 29.
 Le Hardi, brig, 18 g. 130 m.—Hazard, sloop, 16, A. Ruddach, near the Skelligs, Ireland, April 1.

- Les Bons Amis, 6 g. 32 m.—Spitfire, sloop, 20, M. Seymour, off the Eddystone, April 2.
 Le Prend Garde à Loup, 2 g. 28 m.—Dover, hired cutter, 12, Lieut. Sharp, off the Lizard, April 3.
 Le Poisson Volant, 4 g. 40 m.—Tamer, 38, T. B. Martin, West Indies, April 4.
 Le Chasseur, 6 g. 80 m.—L'Aimable, 32, W. G. Lobb, off Guadeloupe, April 6.
 La Sophie, cutter, 14 g. 40 m.—Kangaroo, sloop, 18, Hon. C. Boyle, near the Lizard, April 9.
 Le Voltigeur, 8 g. 8 s. 40 m.—Vestal, 28, C. White, N. S. April 10.
 L'Incrovable, 24 g. 220 m.—Flora, 36, R. G. Middleton, and Pearl, 32, S. J. Ballard, on the passage between Lisb. and Eng. April 13.
 L'Enfant de la Patrie, 16 g. 130 m.—Boston, 32, J. N. Morris, off Cape Finisterre, April 16.
 Les Amis, cutter, 2 g. 6 s. 31 m.—Racoon, sloop 18, R. Lloyd, North Sea, April 20.
 La Petite Hélène, lugger, 2 g. 33 m.—La Suffisante, 14, J. Wittman, in the Channel, April 21.
 Daphne, 2 g. 2 s. 25 m.—Nancy, revenue cutter, R. Willis, near the Isle of Wight, April 26.
 L'Espérance, cutter—Diamond, 38, Sir R. Strachan, near Cape La Heve, April 27.
 Le Basque, brig, 8 g. 50 m.—Indefatigable, 44, Sir E. Pellew, and others, in the Channel, April 30.
 L'Aimable Manet, brig, 14 g. 69 m.—Spitfire, sloop, 20, M. Seymour, in the Channel, May 1.
 La Bayonnaise, schooner, 2 g. 36 m.—Cyane, 18, R. Manning, off Dominica, May 3.
 La Nouvelle Eugénie, 16 g. 120 m.—Indefatigable, 44, Sir E. Pellew, and others, in the Channel, May 11.
 La Dunkerquoise, 18 g. 100 m.—Cerberus, 32, J. Drew, Irish station, May 11.
 L'Espiègle, lugger, small arms, 30 m.—La Melpomene, 44, Sir C. Hamilton, near the Isle of Wight, May 15.
 Le Flibustier, 14 g. 70 m.—Spider, schooner, 14, Lieut. D. Dent, off the Lizard, May 16.
 L'Espiègle, lugger, 4 g. 36 m.—Phoenix, 36, L. W. Halsted, near Waterford, May 18.
 La Jalouse, schooner, 4 g. 45 m.—Tamer, 38, T. B. Martin, off Antigua, May 20.
 Le Terrible, lugger, 4 g. 25 m.—Penguin, sloop, 18, J. K. Pulling, off the Lizard, May 24.
 La Galatée, schooner, 8 g. 55 m.—Tamer, 38, T. B. Martin, off Antigua, May 28.
 La Trompeuse, sch. 6 g. 40 m.—Spitfire, sp. 20, M. Seymour, C. May.
 La Justine Adelaide, lugger, 2 g. 2 s. 20 m.—Pilote, brig, 14, Lieut. W. Compton, in the Channel, May.
 L'Adolph, lugger, 12 g. 8 s. 35 m.—Nautilus, sloop, 16, H. Gunter, and others, May.
 La Liberté, schooner, 6 g. 13 m.—Proselyte, 32, J. Loring, West Indies }
 Le Buonaparte, schooner, 3 g. 35 m.—Ambuscade, 32, T. Twisden, West Indies } Between
 Général Toussaint, schooner, 8 g. 5 m.—Swallow, brig, 18, G. Fowke, West Indies } April and
 Name

- Name unknown, lugger, 2 g. 8 s. 36 m.—Dolphin, revenue cutter, John, near Mount's Bay, June 1.
- L'Unité, lugger, 14 g. 58 m.—St. Fiorenzo, 40, Sir H. B. Neale, off the Owers, June 3.
- Le Pichegru, brig, 1 g. 39 m.—Resolution, brig, 14, Lieut. Huggett, off the Start, June 3.
- Flying Fish, lug. 2 s. 24 m.—Lively, rev. cut. D. Smith, N. S. June 5.
- Louis Bonfol, schooner, 4 g. 66 m.—Lapwing, 23, R. Barton, off Barbuda, June 9.
- L'Heureuse, schooner, 2 g. 26 m.—Tamer, 38, T. B. Martin, off Martinique, June 10.
- La Zoée, 20 g. 120 m.—L'Impétueux, 78, J. W. Payne, and others, coast of France, June 11.
- Syrene, cutter, 6 g. 27 m.—Nautilus, sloop, 16, H. Gunter; and Fox, cutter, off Fleckery, in Norway, June 12.
- Name unknown, brig, 6 g. 24 m.—L'Aigle, 38, C. Tyler, coast of Portugal, June 12.
- Le Poisson Volant, schooner, 4 g. 38 m.—Tamer, 38, T. B. Martin, off Deseada, June 14.
- Le Vengeur des François, 4 g. 35 m.—Zephyr, sloop, 14, Lieut. Reynolds, off Dominica, June 18.
- L'Audacieux, lugger, 1 g. 2 s. 46 m.—Diligence, revenue cutter, G. Hough, Channel, June 20.
- L'Espérance, row-boat, 10 s. 32 m.—Harpy, sloop, 18, H. Bazely, coast of France, June 22.
- Le Triton (pierced for 18 guns), 8 g. 180 m.—Magnanime, 44, Hon. M. De Courcy, seventy leagues west of Cape Clear, June 22.
- La Surprise, lugger, 8 g. 48 m.—Kangaroo, sloop, 18, Hon. C. Boyle, in lat. 46 deg. north, long. 7 deg. west, June 22.
- La Barbarossa, schooner, 8 g. 61 m.—Tamer, 38, T. B. Martin, off Deseada, West Indies, June 23.
- L'Espoir, 2 s. 15 m.—Viper, excise cut. R. Adams, N. S. June 24.
- Flibustier, brig, 12 g. 104 m.—Maidstone, 32, J. Matthews, West Indies, June 24.
- Le Poisson Volant, lugger, 14 g. 50 m.—Trent, 36, E. Bowater, near Yarmouth, June 27.
- Tiger of Dunkirk, lugger, 2 g. 4 s. 28 m.—Repulse, revenue cutter, Munnings, off Orfordness, June 27.
- Le Success, lugger, 6 g. 42 m.—Telemachus, hired cutter, 14, Lieut. Newton, in the Channel, June 28.
- L'Argonaute, lugger, 2 g. 10 s.—Galatea, 32, G. Byng, between Cape Clear and Scilly, June 30.
- Castor, lugger, 14 g. 57 m.—St. Fiorenzo, 40, Sir H. B. Neale, sixty leagues west of Scilly, July 1.
- La Resolu, 6 g. . . . } Tartar and Sparrow, Port au Platte, St. Domingo, July 1.
- La Revanche, 6 g. . . . }
- Les Graces, lugger, 1 g. 2 s. 22 m.—Viper, excise cutter, R. Adams, near Harwich, July 2.
- L'Actéon, cutter, 6 g. 30 m.—Hamadryad, 36, T. Elphinstone, Strait of Gibraltar, July 3.
- La Légère, schooner, 6 g. 50 m.—Zephyr, sloop, 14, Lieut. Reynolds, off Mariegalante, July 6.
- Le Veteran, sloop, 8 g. 24 m.—Lapwing, 23, R. Barton, to leeward of Montserrat, July 6.
- Le Dorad, slp. 4 g. 74 m.—Ditto to leeward of Montserrat, July 7.

Le

- Le Va-tout, schooner, 2 g. 32 m.—Zephyr, sloop, 14, Lieut. Reynolds, off Martinique, July 8.
- L'Adour (pierced for 20 guns) 16 g. 147 m.—Santa Margaritta, 36, G. Parker, eight leagues from Cape Clear, July 10.
- Le Du Guay Trouin, 22 g. 127 m.—Doris, 36, Lord Ranelagh; and Galatea, 32, G. Byng, lat. 47 deg. north, lon. 90 deg. west, July 15.
- Le Papillon, 4 s. 30 m.—Dolphin, rev. cut. R. Johns, Ch. July 19.
- Le Prospere, brig, 14 g. 73 m.—Tisiphone, sloop, 20, R. Honeyman; and Rambler, brig, on the Dogger Bank, July 23.
- La Petite Cherie, lugger, 4 g. 22 m.—L'Impetueux, 78, J. W. Payne, near Muros Bay, July 23.
- Captain Thurot, cutter, 2 g. 4 s. 22 m.—Sea Gull, sloop, 18, H. Wray; and King George, cutter, near Christiansand, July 23.
- Le Hardi, lugger, 4 g. 30 m.—Telemachus, hired cutter, Lieut. T. Newton, off Cape La Hogue, July 24.
- Le Poisson Volant, brig (pierced for 8 guns), 4 g.—La Concord, 36, B. Roberts, forty leagues from Cape Finisterre, July 24.
- Le Courier de la Mer, brig, 12 g. 20 m.—Trial, cutter, 12, Lieut. Garrett, near Portland, July 25.
- Hazard, lugger, 8 g. 50 m.—L'Aigle, 38, C. Tyler; and Boston, 32, J. N. Morris, off Cape Finisterre, July 30.
- Name unknown, lugger, 2 g. 25 m.—Duke of York, hired lugger, 8; and Hind, revenue cutter, in the Channel, July.
- L'Incrovable, 2 g. 21 m.—Hind, rev. cut. Murray, Channel, July.
- L'Acheron, 1 g. 6 s. 40 m.—Beresford, Irish revenue brig, near Waterford, July.
- Le Regulus, sloop, 4 g. 26 m.—Lapwing, 28, R. Barton, northward of Tortola, August 1.
- Le Pont d'Arcol, cutter, 4 g. 48 m.—Tamer, 38, T. B. Martin, off Mariegalante, August 4.
- Le Renard, cutter, 10 g. 71 m.—Ditto, off Martinique, August 8.
- La Victorine, schooner, 16 g. 82 m.—Santa Margaritta, 36, G. Parker, ninety leagues south-west of Cape Clear, August 8.
- L'Utile, 14 g. 135 m.—Tamer, 38, T. B. Martin, off Barbado. Aug. 10.
- La Marie Anne, 14 g. 90 m.—Aurora, 28, H. Digby, Lisbon station, August 13.
- La Mouche, lugger, 8 g. 8 s. 49 m.—L'Aigle, 38, C. Tyler, Lisbon station, August 13.
- La Prodigée, brig (pierced for 18 guns), 14 g. 87 m.—L'Espiègle, sloop, 16, J. Boorder, North Sea, August 14.
- Le Lynx, lugger, 14 g. 50 m.—Stork, sloop, 18, R. H. Pearson, near the Humber, August 15.
- Le Tiercelet, schooner, 8 g. 10 s. 47 m.—Magnanime, 44, Hon. M. De Courcy, Irish station, August 15.
- Le Coq, 6 g. 34 m.—Alexander, armed tender, Lieut. W. W. Senhouse, Martinique, August 15.
- L'Eclair, brig, 14 g. 108 m.—Dryad, 36, Lord Beauclerc, Irish station, August 19.
- La Revanche, lugger (pierced for 10 guns), 4 g. 34 m.—Resolution, hired lugger, 10, G. Broad, and others, North Sea, Aug. 19.
- L'Oiseau (pierced for 20 guns), 18 g. 119 m.—Penguin, sloop, 18, J. K. Pulling, Irish station, August 21.
- La Victorieuse, lugger, 1 g. 5 s. 22 m.—L'Espiègle, sloop, 16, J. Boorder, off Holland, August 27.

La

- La Pluvier, 9 g. 43 m.—La Bonne Citoyenne, sloop, 20, R. Retalick, in the Mediterranean, August.
- La Carnarde, 10 g. 64 m.—Ditto, August.
- Le Furet, lugger, 4 s. 17 m.—Orestes, sloop, 18, C. Parker, off Portland, September 3.
- Le Cerf Volant, lugger, 14 g. 6 s. 63 m.—Tisiphone, 20, R. Honeyman, 5 leagues from Heligoland, September 6.
- L'Aigle, 12 g. 77 m.—Aurora, 28, H. Digby, Lisbon sta. Sept. 7.
- Le Fabius, 20 g. 124 m.—Doris, 36, Lord Ranelagh, Irish station, September 8.
- La Cornelié, brig, 42 g. 90 m.—Dryad, 36, Lord Beauclerc, Irish station, sunk, September 9.
- Le Neptune, cutter, 12 g. 55 m.—Diana, 38, J. Faulknor; and Cerberus, 32, J. Drew, Irish station, September 12.
- L'Agreable, 18 g. 115 m.—Bittern sloop, 16, Lieut. E. Kittoe, off Tortola, September 13.
- L'Incrovable, schooner, 3 g. 31 m.—Spitfire sloop, 20, M. Seymour, 13 leagues south-west from the Lizard, September 15.
- L'Espoir, lugger, 2 g. 4 s. 39 m.—Kingfisher, sloop, 10, C. H. Pierrepont, off Camina, Lisbon station, September 15.
- L'Espiegle, brig, 14 g. 60 m.—Aurora, 28, H. Digby, Lisbon station, September 15.
- Le Chasseur, schooner, 6 g. 47 m.—Phaëton, 38, Hon. R. Stopford, and others, in the Channel, September 16.
- La Brunette, brig (pierced for 16 guns), 10 g. 80 m.—L'Unité, 38, C. Rowley, near L'Isle de Dieu, September 17.
- La Trompeuse, schooner, 12 g. 78 m.—Pelican, brig, 18, Lieut. White; and Drake, slp. 14, J. Perkins, Jam. sta. sunk, Sept. 17.
- Name unknown, lugger—Diamond, 38, Sir R. Strachan, near Cape la Heve, destroyed September 23.
- Indian, 16 g.—Phaëton, 38, Hon. R. Stopford; and L'Unité, 38, C. Rowley, off the Roches Bonnes, September 24.
- L'Entreprenant, cutter, 1 g. 23 m.—Weazle, sloop, 12, J. M. Lewis, off the Land's End, September 25.
- L'Etoile du Matin, 2 g. 30 m.—La Victorieuse, schooner, 12, E. S. Dickson, off St. Thomas's, in the West Indies, September 26.
- La Sarazine, schooner, 6 g. 58 m.—Scourge, 22, S. Warren, off Mariegalante, September 28.
- Le Jean Bart, lugger, 8 s. 24 m.—Telemachus, hired cutter, 14, Lieut. Newton, off Portland, September 29.
- Le Coccyte, lugger, 4 g. 30 m.—Stag, 38, J. S. Yorke, off Plymouth, destroyed September 30.
- La Nantaise, sch. 3 g.—Albicare, slp. 16, S. P. Forster
- Name unknown, barge, 1 g.—Thames, 32, W. Lukin..
- Name unkn. sch. 2 g. 30 m.—Drake, slp. 14, J. Perkins
- Name unkn. sch. 1 g. 20 m.—Aquilon, 32, W. E. Cracraft
- Name unkn. barge, armed.—Rattler, sloop, 16, J. Hall
- Name unknown, barge, armed.—Ditto
- Name unknown, schooner, 3 g. 56 m.—Albicare, sloop, 18, S. P. Forster
- Name unknown, row-boat.—Ditto
- L'Epicaris, 8 g. 74 m.—Alexander, armed tender, Lieut. W. W. Senhouse, off Barbadoes, October 4.
- Le Rayon, lugger, 6 g. 8 s. 54 m.—Melampus, 36, G. Moore, near the Casket Lights, October 5.

Name

Jamai-
ca sta-
tion, be-
tween
August
and Oc-
tober.

- Name unknown, lugger—Fairy, sloop, 16, J. S. Horton, sunk off Bologne, October 5.
- La Découverte—Phaëton, 38, Hon. R. Stopford; Stag, 32, J. S. Yorke; and L'Unité, 24, C. Rowley, Channel, October 7.
- La Brune, 16 g. 180 men.—Dryad, 36, Lord A. Beauchere; and Doris, 32, Lord Ranelagh, Irish station, October 10.
- Les Amis, cutter, 2 g. 2 s. 18 m.—Speedwell, hired lugger, 10, Lieut. Tomlinson, in the Channel, October 10.
- Telemachus, lugger, 6 g. 6 s. 35 m.—Speedwell, hired lugger, 10, Lieut. Tomlinson, near the Start, October 13.
- Le Furet, schooner (pierced for 14 guns), 4 g. 50 m.—Triton, 32, J. Gore; and Childers, slp. 14, J. O'Bryen, near Isle Bas, Oct. 14.
- La Perle, 12 g.—Pelican, brig, 18, Lieut. White, Jamaica station, formerly the Port Royal schooner, October 18.
- Le Zephyr, brig, 8 g. 70 m.—Boadicea, 30, R. G. Keats; and Anson, 44, P. C. Durham, Channel station, October 19.
- L'Hyenne, formerly Hyæna, taken from the British in 1794, 24 g. 230 m.—Indefatigable, 44, Sir E. Pellew, near Teneriffe, Oct. 25.
- Le Flibustier, cutter, 4 g. 5 s. 29 m.—Diana, 38, J. Faulknor, Irish station, October.
- L'Epervier (pierced for 20 guns), 16 g. 145 m.—Cerberus, 32, J. Drew, Irish station, November 12.
- L'Epervier, lugger, 2 g. 4 s. 25 m.—Fairy, sloop, 16, J. S. Horton; and Fox, second, cutter, coast of France, November 13.
- L'Emouchet, lugger, 8 g. 6 s. 55 m.—Albatross, brig, 18, G. Scott, 8 leagues from the Texel, November 14.
- Le Renard (pierced for 20 guns), 18 g. 189 m.—Cerberus, 32, J. Drew, Irish station, November 14.
- Le Rallieur, 20 g. 160 m.—Boadicea, 30 R. G. Keats; and Anson, 44, P. C. Durham, Channel station, November 17.
- Le Coureur, brig, 14 g. 90 m.—Blanche, 32, H. Hotham, Lisbon station, November 20.
- La Marie, brig, 14 g. 60 m.—Jason, 38, C. Stirling, off Belleisle, November 21.
- Name unknown, cutter—Penelope, cutter, 18, Lieut. Burdwood, off the Start, November 26.
- L'Aigle, schooner (pierced for 14 guns), 12 g. 62 m.—Latona, 36, F. Sotheron, Lisbon station, November 29.
- L'Aventure, schooner, 3 g. 43 m.—Aurora, 28, H. Digby, near Cape Roxent, Lisbon station, November.
- La Minerve, 4 g. 52 m.—L'Aigle, 38, C. Tyler, Lisbon station, December 1.
- L'Intrepide, brig (pierced for 18 guns), 15 g. 83 m.—Latona, 36, F. Sotheron, Lisbon, December 3.
- Le Dragon, schooner, 12 g. 80 m.—Tamer, 36, C. Western, to windward of Barbadoes, December 4.
- La Mouche (pierced for 22 guns), 16 g. 122 m.—Diana, 38, J. Faulknor; and Shannon, 32, A. Fraser, Irish station, Dec. 6.
- Le Dix-huit de Fructidor, sloop, 10 g. 75 m.—Tamer, 36, C. Western, to windward of Barbadoes, December 7.
- Le Success, brig.—Clyde, 38, C. Cunningham, Ch. station, Dec. 13.
- La Dorade (pierced for 18 guns), 12 g. 93 m.—Ditto, Decem. 15.
- La Decidee, schooner, 10 g. 89 m.—Alfred, 74, T. Totty, off Martinique, December 16.
- L'Epervier, cutter, 3 g. 2 s. 24 m.—Ann, cutter, of Hastings, and another, off Alderney, December 24.

- Le Delphine, cutter (pierced for 10 guns), 4 g. 38 m.—Niger, 32, E. Griffith, off the Start Point, December 25.
 Le Bayonnois, brig, 6 g. 40 m.—Blanche, 32, H. Hotham, Lisbon station, December 27.
 Le Brutus, 9 g.—Magicienne, 32, W. H. Ricketts, and others, off Porto Rico, December 27.
 La Victoire, schooner, 14 g. 74 m.—Termagant, sloop, 18, D. Lloyd, 4 leagues from the Spurn Light, December 28.
 Le Hazard, brig, 12 g.—Phaëton, 38, Hon. R. Stopford, Channel station, December 28.
 L'Aventure, 12 g.—Mermaid, J. Newman, 30 leagues from Belle-isle, December 31.
 Name unk. sch. 10 g.—Jamaica, 26, S. Brooking, des. }
 La Fortunée, sch. 9 g.—Jamaica, 26, S. Brooking, des. } West Indies, be-
 Le Petit Resource, 1 g. 2s.—Swallow, bg. 18, G. Fowke } tween Oc-
 Le Créole, schooner, 6 g.—Ceres, 32, R. W. Otway . . . } tober 1797
 Name unknown, schooner—Gannett, cutter } & March
 Name unknown, sch.—Recovery, sch. 10, Lt. W. Ross } 1798.
 La Magicienne, 16 g.—Valiant, 74, J. Crawley, and }
 others }
 Le Bien Venu, schooner (pierced for 14 guns), 8 g.— }
 Carnatic, 74, G. Bowen, and others }
 Le Tartare—Childers, slp. 14, J. O'Bryen, in Chan. } About the
 La Helene—Triton, 32, J. Gore, in the Channel . . } end of 1797.
 Le Triton—La Melpomene, 44, Sir C. Hamilton, do. }

1798.

- L'Aventure—Phaëton, 38, Hon. R. Stopford, Chan. station, Jan. 1.
 Le Caye du Pont, schooner, 16 g. 120 m.—La Concorde, 36, R. Barton, off St. Bartholomew, January 3.
 Le Requin, 20 g. 90 m.—L'Aigle, 38, C. Tyler, coast of Corunna, January 4.
 Le Vengeur, schooner, 12 g. 72 m.—Indefatigable, 44, Sir E. Pel-
 lew : Cambrian, 44, A. K. Legge ; and Childers, sloop, 14, J. O'Bryen ; in the Channel, January 4.
 Le Benjamin (pierced for 20 guns), 16 g. 132 m.—Mercury, 28, T. Rogers, and others, Lisbon station, January 5.
 La Zélie—Stag, hired cutter, 14, Lieut. Worth, Channel, Jan. 5.
 Buonaparte, 2 g. 40 m.—Alcmene, 32, G. Hope, and others, Lisbon station, January 8.
 La Betsey (pierced for 20 guns), 16 g. 118 m.—Kingfisher, sloop, 18, C. H. Pierrepoint, Lisbon station, January 8.
 La Prosperine, schooner, 8 g. 82 m.—La Concorde, 36, R. Barton, off Montserrat, January 8.
 L'Intrigue, sloop, 6 g. 64 m.—Lapwing, 28, T. Harvey, off Martinique, January 9.
 Le Policrate, cutter, 16 g. 72 m.—Raccoon, sloop, 18, R. Lloyd, Channel, January 11.
 L'Emprunt Fossé, 2 g. 6 s. 25 m.—La Pomone, 44, R. C. Reynolds, Channel, January 11.
 Le Henri, brig, 14 g. 103 m.—Gorgon, 44, R. Williams, Lisbon station, January 13.
 Les Trois Sœurs, brig (pierced for 18 guns), 16 g. 109 m.—Mercury, 28, T. Rogers, Lisbon station, January 15.
 L'Inconcevable

- L'Inconceivable, 8 g. 55 m.—Indefatigable, 44, Sir E. Pellew, and his squadron, in the Channel, January 16.
- La Belliqueuse (pierced for 20 guns), 18 g. 120 m.—Melampus, 36, G. Moore; and Seahorse, 28, E. J. Foote; Irish coast, Jan. 16.
- L'Heureux } Theseus, 74, R. W. Miller; Swiftsure, 74, A.
 La Harmonie . . . } Philip, and others, Lisbon station, Jan. 18.
 Le Hypomene . . . }
- La Cérés (pierced for 14 guns), 2 g. 45 m.—Matilda, 24, H. Mitford, off Antigua, January 19.
- La Rencontre, sloop, 6 g. 49 m.—Alfred, 74, T. Totty, off Dominica, January 20.
- La Pensée, sch. 2 g. 9 s. 32 m.—Racoon, slp. 18, R. Lloyd, Channel, January 22.
- La Volage, 22 g. 195 m.—Melampus, 36, G. Moore, S. W. coast of Ireland, January 23.
- Le Ventureur, cut. (pierced for 3 guns), 2 g. 6 s. 33 m.—Penelope, hired cut. 18, Lieut. Burdwood, 10 leagues from the Start, Jan. 24.
- La Constance, brig (pierced for 18 guns), 12 g. 96 m.—Mercury, 28, T. Rogers, Lisbon station, January 25.
- L'Heureuse Nouvelle, 22 g. 133 m.—Indefatigable, 44, Sir E. Pellew, and his squadron, January 28.
- Four row-boats—By the different cruisers in the West Indies, in the months of January and February 1798.
- Le Duguay Trouin, 24 g. 150 m.—Shannon, 32, A. Fraser, off Cape Clear, February 2.
- La Batterie République, sloop, 4 g. 38 m.—Amphitrite, 28, C. Ekins, off St. Lucia, February 2.
- Le Mars (pierced for 20 guns), 16 g. 222 m.—Dryad, 36, Lord A. Beauclerc, 20 leagues from Cape Clear, February 4.
- Antoine, brig, 16 g. 70 m.—Thalia, 36, Lord H. Paulet, February 5.
- L'Atout—Thalia, 36, Lord H. Paulet, and others, Lisbon, Feb. 5.
- Fortunée—Jamaica, 26, S. Brooking, Jamaica station, February 7.
- Le Jason, 12 g. 108 m.—Anson, 44, P. C. Durham, Chan. Feb. 8.
- L'Espoir, sloop, 8 g. 66 m.—Zephyr, sloop, 14, W. Champion, off Desecada, February 8.
- Le Hardi, schooner, 8 g. 60 m.—La Concorde, 36, R. Barton, off Barbuda, February 11.
- Le Chasseur Basque, brig, 8 g. 72 m.—Emerald, 36, T. M. Walker, Lisbon station, February 12.
- Le Hazard, schooner, 2 g. 27 m.—La Concorde, 36, R. Barton, off Montserrat, February 13.
- Le Mutine, schooner, 8 g. 61 m.—Lapwing, 28, T. Harvey, off Nevis, February 18.
- La Parfaite, schooner, 10 g. 60 m.—Roebuck, S. S. 24, A. S. Burrows, off Martinique, February 19.
- La Legere, 18 g. 130 m.—Phæton, 36, Hon. R. Stopford, and others, Channel, February 19.
- La Coureur, 24 g. 150 m.—Jason, 38, C. Stirling, Chan. Feb. 23.
- Name unknown, schooner, 4 g. 22 m.—Cyane, 18, R. Manning, off St. Vincent's, February 26.
- Le Porc-Epic, lugger, 4 s. 17 m.—Resolution, hired lugger, 10, G. Broad, Downs station, February 28.
- La Ravanche, lugger, 16 g. 62 m.—Marquis Cobourg, hired cutter, 16, Lieut. Webb, sunk, North Sea, February.
- L'Alexandrine, lugger, 1 g. 4 s. 28 m.—Charon, S. S. 44, T. Manby, Channel, March 2.

- Le Souffleur, cutter, 4 g. 2 s. 40 m.—Cameleon, brig, 18, R. R. Bowyer, Channel, March 2.
- Le Lynx (pierced for 18 guns), 10 g. 70 m.—Kingfisher, sloop, 18, C. H. Pierpont, Lisbon station, March 15.
- Le Furet, schooner, 2 g. 27 m.—Hawke, sloop, 16, E. Rotherham, off Grenada, March 15.
- Le Sophie, cutter, 4 g. 20 m.—Telemachus, hired cutter, 18, Lieut. Newton; and Seagull, brig, 18, H. Wray; Channel, March 16.
- L'Eugénie, brig, 18 g. 107 m.—Magnanime, 44, Hon. M. De Courcy, March 16.
- Augustine, schooner, 2 g. 23 m.—Solebay, 32, S. Poyntz, off Antigua, March 17.
- La Bonne Citoyenne, brig, 12 g. 65 m.—Russel, 74, Sir H. Trollope; and Jason, 33, C. Stirling; in the Channel, March 20.
- Name unknown, cutter, 10 g.—Echo, slp. 14, P. Halkett, destroyed off Camperdown, March 23.
- L'Émilie, 18 g. 110 m.—Cleopatra, 32, I. Pellew, Chan. March 26.
- Le César, 16 g. 80 m.—Cambrian, 44, A. K. Legge, Channel station, March 27.
- Le Vautour, sloop, 10 g. 64 m.—Matilda, 24, H. Mitford, northward of Antigua, March 29.
- Le Pont de Lodi, 16 g. 102 m.—Cambrian, 44, Hon. A. K. Legge, Channel station, March 30.
- Le Hardi, schooner, 4 g. 47 m.—Lapwing, 28, T. Harvey, off St. Bartholomew, March 31.
- L'Aigle, brig, 12 g. 86 m.—Matilda, 24, H. Mitford, northward of Antigua, March 31.
- La Rosière, schooner, 2 g. 15 m.—La Concorde, 36, R. Barton, to windward of Montserrat, April 1.
- L'Audacieux, 20 g. 137 m.—Magnanime, 44, Hon. M. De Courcy, April 2, (pierced for 22 guns.)
- La Violette, sloop, 6 g. 36 m.—Amphitrite, 28, C. Ekins, to windward of Barbadoes, April 3.
- La Legere, brig, 10 g. 60 m.—Nautilus, sloop, 16, H. Gunter; and Narcissus, hired cutter, Lieut. Wright; North Sea, April 4.
- La Triumph, brig, 14 g. 88 m.—L'Aimable, 32, G. Lobb; and Scourge, sloop, 22, S. Warren; off Porto Rico, April 6.
- La Merveilleuse, schooner, 6 g. 39 m.—Wright, hired armed vessel, 14, T. Campbell, North Sea, April 7.
- Le Sans Parcil, schooner, 1 g. 8 s. 21 m.—Terrier, hired brig, 16, Lieut. Lowen, Downs, April 8.
- Le Chasseur, schooner, 2 g. 18 m.—L'Aimable, 32, G. Lobb; and Scourge, sloop, 22, S. Warren; off Porto Rico, April 8.
- La Revanche, schooner (pierced for 12 guns), 10 g. 64 m.—Recovery, schooner, 10, Lieut. W. Ross, Jamaica station, April 17.
- L'Espiegle, schooner, 2 g. 18 m.—L'Aimable, 32, G. Lobb, off Porto Rico, April 20.
- La Renommée, schooner, 5 g. 54 m.—Astrea, 32 R. Daeres, on the Dogger Bank, April 22.
- Le Brave (pierced for 22 guns), 18 g. 160 m.—Phoenix, 36, L. W. Halsted, south-west of Cape Clear, April 24.
- Jupiter, lugger, 3 g. 36 m.—Cruiser, sloop, 18, North Sea, April 27.
- Name unknown, sch. 4 g. 35 m.—Resolution, 74, Lieut. Ross, Jamaica station, April 29.
- L'Incrédule, schooner, 2 g. 4 s. 33 m.—Recovery, Lieut. Ross, Jamaica station, April 29.

- La Revanche, schooner, 12 g. 88 m.—Endymion, 44, Sir T. Williams, Irish station, April 30.
- Le Léopard, 12 g. 14 s. 100 m.—Peterel, sloop, 16, T. G. Caulfield, from St. Domingo to Lisbon, April 30.
- Le Sans Souci, lugger, 3 g. 27 m.—Telemachus, hired cutter, 18, Lieut. Newton, in the Channel, April 30.
- La Jeune Nantaise, 4 g. 39 m.—Garland, tender to the Prince of Wales, 98, F. Banks, off Dominica, April.
- La Mutine, sloop, 6 g. 44 m.—Le Requin, brig, 12, Lieut. W. W. Senhouse, off St. Bartholomew's, May 1.
- Name unknown, brig, 14 g.—Scourge, sloop, 22, S. Warren, destroyed on St. Martin's, West Indies, May 1.
- Bran Le Bas, schooner, 8 g. 82 m.—Tamer, 38, T. Western, to windward of Barbadoes, May 2.
- Le Brutus, sloop, 6 g. 51 m.—La Victorieuse, 12, E. S. Dickson, off Guadaloupe, May 7.
- Les Huits Amis, 20 g. 160 m.—Endymion, 44, Sir T. Williams, Irish station, May 10.
- Sally, 7 m.—Ceres, 32, R. W. Otway, Jamaica station, May 12.
- Name unknown, sloop, 14 g. 57 m.—Rover, 18, G. Irvine, Halifax station, May 17.
- Goulette, 11 m.—Ceres, 32, R. W. Otway, Jam. station, May 18.
- Le Chasseur, lugger, 4 g. 48 m.—Cruiser, sloop, 18, C. Wollaston, North Sea, May 19.
- La Vengeance (pierced for 10 guns), 6 g. 71 m.—Astrea, 32, R. Dacres, Jamaica station, May 20.
- La Zenodone, polacre, 10 g. 61 m.—Caroline, 36, W. Luke, near Cape Palos, Lisbon station, May 23.
- L'Annibale, brig, 14 g. 97 m.—Matilda, 24, H. Mitford, to windward of Antigua, May 29.
- L'Intépide, sloop, 10 g. 58 m.—Lapwing, 28, T. Harvey, off St. Bartholomew's, May 29.
- La Mort, schooner, 4 g. 36 m.—Charlotte, schooner, 10, Lieut. Williams, off Dominica, May 29.
- L'Aventure, 14 m.—Ceres, 32, R. W. Otway, Jam. sta. May 30.
- Caroline, 20 g. 105 m.—Phoenix, 36, L. W. Halsted, latitude 49 degrees, longitude 15 degrees west, May 31.
- Le Brutus, lugger, 6 g. 50 m.—Endymion, 44, Sir T. Williams, Irish station, May.
- L'Hirondelle, 10 g.—Acasta, 40, R. Lane, Jamaica station, May.
- Name unknown, 6 g.—Ditto, May.
- Name unknown (pierced for 10 guns.), 6 g. 40 m.—Ditto, May.
- St. Mary de Louvaine, 2 g. 25 m.—Acasta, 40, R. Lane; and Ceres, 32, R. W. Otway, Jamaica station, May.
- La Revanche, 14 g. 54 m.—Thetis, 36, Hon. A. F. Cochrane, Halifax station, May.
- Name unknown, 6 g.—Ditto, May.
- La Legere, lug. 4 g. 35 m.—Iris, 32, G. Brisac, off the Scaw, June 1.
- La Mutinie, brig, 18 g. 150 m.—Ceres, 32, R. W. Otway, to windward of St. Juan, burnt June 1.
- Cargo (pierced for 4 guns), 2 g. 5 m.—Ceres, 32, R. W. Otway, Jamaica station, June 8.
- L'Isabelle, schooner, 2 g. 30 m.—Lynx, sloop, 16, R. Hall, coast of America, June 13.
- Le Destin, schooner, 4 g. 46 m.—Solebay, 32, S. Poyntz, off Martinique, June 13.

- Les Trois Couleurs, 4 g. 33 m.—La Victorieuse, sloop, 12, E. S. Dickson, off Trinidad, June 20.
- Four sloops, &c.—Ceres, 32, R. W. Otway, Jamaica station, scuttled June 20.
- Name unknown, 20 g.—Aurora, 28, H. Digby, coast of Spain, destroyed June 22.
- La Julie, 18 g. 120 m.—Shannon, 32, A. Fraser, latitude 50 degrees north, longitude 21 degrees west, June 23.
- L'Etoile, sloop, 6 g. 53 m.—Matilda, 24, H. Mitford, northward of Antigua, June 23.
- Le Mentor, brig, 14 g. 79 m.—Lynx, sloop, 16, R. Hall, coast of America, June 27.
- La Trompe, 2 g. 10 m.—Acasta, 40, R. Lane, Jam. sta. June 30.
- La Poulaine, sch. 4 g. 32 m.—Regulus, 44, G. Eyre, Jam. July 7.
- Le Mahomet, schooner, 4 g. 34 m.—Hawke, sloop, 16, E. Rotherham, off St. Lucia, July 8.
- L'Heureux, 16 g. 112 m.—Indefatigable, 44, Sir E. Pellew, off Bayonne, August 5.
- La Vaillante—Indefatigable, 44, Sir E. Pellew, West. sta. Aug. 8.
- Le Tigre, settee, 8 g. 8 s. 53 m.—Naiad, 38, W. Pierrepont, 42 leagues west north-west from Cape Finisterre, August 11.
- Invariable, schooner, 4 g. 20 m.—Lapwing, 28, T. Harvey, Leeward Island station, August 12.
- La Colombe, 12 g. 64 m.—Magnanime, 44, Hon. M. De Courcy, from Bayonne to the West Indies, August 16.
- Le Francois, 2 g. 6 s. 23 m.—El Corso, sloop, 18, B. James, Mediterranean, August 24.
- Le Mercure, 18 g. 132 m.—Phaëton, 38, Hon. R. Stopford; and Anson, 44, P. C. Durham, near Bourdeaux, August 31.
- Hussar, lugger, 14 g. 34 m.—America, 64, J. Smith, N. S. Aug.
- Le Buonaparte, sch. 8 g. 72 m. . . . } La Concorde, 36, R. Barton; and
L'Amazone, sch. 10 g. 80 m. . . . } Lapwing, 28, T. Harvey, Lee-
Le Sauveur, sch. 4 g. 20 m. . . . } ward Island station, between
La Fortune, sch. 2 g. 22 m. . . . } August 8 and September 3.
- Le Dix Août, brig, 12 g. 50 m.—Bittern, sloop, 16, E. Kittoe, off Mariegalante, West Indies, September 8.
- L'Arraigné, schooner (pierced for 8 guns), 5 g. 38 m.—Triton, 32, J. Gore, from Cape Machicaco to Gulf St. Lawrence, Sept. 28.
- La Sophie, 10 g. 130 m.—Endymion, 44, Sir T. Williams, Irish coast, September.
- President Parker, cutter, 12 g. 50 m.—Flora, 36, R. G. Middleton; and Caroline, 36, Lord H. Paulet, off the Salvages, Lisbon station, October 4.
- L'Intrepide, brig, 14 g. 74 m.—Matilda, 24, H. Mitford, off Antigua, October 5.
- Le Levrier, brig, 16 g. 70 m.—Phaëton, 38, Hon. R. Stopford, Channel station, October 8.
- Name unknown, row-boat—Destroyed by the Pearl, 32, S. J. Ballard, under Dominica, October 10.
- Le Scavola, 10 g. 73 m.—Pearl, 32, S. J. Ballard, off Antigua, October 14.
- L'Espérance, lugger, 1 s. 28 m.—Boats of the Caroline, 36, Lord H. Paulet, destroyed at Teneriffe, October 16.
- La Revanche—Cambrian, 44, Hon. A. K. Legge, Chan. Oct. 19.
- Le Baret, polacre, 10 g. 24 m.—Caroline, 36, Lord H. Paulet; and Flora, 36, R. G. Middleton, off Teneriffe, October 20.

- Le Vigilante, 14 g. 50 m.—Racoon, brig, 18, R. Lloyd, North Sea, sunk, October 20.
- Name unknown, lugger—Driven on the rocks off Cape La Hogue, by the Arethusa, 38, T. Wolley, October 21.
- Apollon, 16 g.—Leopard, 50, Com. J. Blankett, Capt. T. Surridge, in the Indian Ocean, October 26.
- Le Tartar—Cormorant, 20, Lord M. R. Kerr, Mediter. Oct. 27.
- L'Erin Go Brah, 10 g. 8 s. 45 m.—Resolution, hired cutter, 10, Lieut. Broad; and Plover, sloop, 18, J. Cheshyre, N. S. Oct. 28.
- Name unkn. sch. 4 g. 20 m.—Cut out of Port Nieu, West Indies, by the boats of the Queen, 98; and Lark, 16, J. Hayes.
- L'Actif, bg. 8 g. 36 m.—Acasta, 40, R. Lane, Jam. sta.
- Name unknown, sch. 6 g. 60 m.—Burnt by ditto, ditto
- La Triomphante, sch. 6 g. 66 m.—Renomme, 44, R. Rolles, Jamaica station
- Laurette, sch. 6 g. 46 m.—Surprise, 24, E. Hamilton, Jamaica station
- Bonaparte, sch. 6 g. 50 m.—Swallow, sloop, 18, W. Sanderson, ditto
- La Belle en Cuisse, sch. 4 g. 57 m.—Pelican, bg. 13, R. Philpot, ditto
- Petitê Française, sch. 4 g. 25 m.—L'Amaranthe, 14, F. Vesey; and Surprise, 24, E. Hamilton, ditto
- La Guadeloupienne, sch. 10 g. 80 m.—Amphitrite, 28, C. Ekins, Leeward Island station
- La Prize de Matthe, schooner, 8 g. 65 m.—Ditto ditto
- La Bourdelais, sloop, 6 g. 38 m.—Ditto ditto
- La Prosperite, schooner, 8 g. 61 m.—Solebay, 32, S. Poyntz, ditto
- L'Independence, brig, 12 g. 66 m.—Pearl, 32, S. I. Ballard, ditto
- Le Quartorze Juillet, brig, 14 g. 65 m.—Santa Margaritta, 36, G. Parker, Leeward Island station
- La Jombie, cut. 8 g. 72 m.—Cyane, 18, R. Matson, do.
- Name unknown, sch. 12 g. 80 m.—Destroyed by La Victorieuse, 12, E. S. Dickson, under the Spanish batteries of Rio Caribes, on the Spanish Main, West Indies, November 10.
- Succès, 4 g. 24 m.—Lion, hired cutter, Lieut. Columbine, off Hastings, November 13.
- Le Tigre—Melpomene, 44, Sir C. Hamilton, Irish station, Nov. 17.
- L'Entreprise, lug. 2 s. 16 m.—George, hired cut. Lieut. C. Patey, off Alderney, November 19.
- L'Adolphe, 6 g. 42 m.—El Corso, sloop, 18, Lieut. Cor. Boger, Strait of Gibraltar, November 20.
- La Résolue, brig, 18 g. 70 m.—Phaëton, 38, Hon. R. Stopford, Channel, November 24.
- Name unknown, 2 g. 2 s.—Corso, sloop, 18, Lieut. C. Boger, near Rosea Bay, December 1.
- La Proserpine, 2 g. 15 m.—Destroyed by La Victorieuse, sloop, 12, E. S. Dickson, on Cape Three Points, Spanish Main, Dec. 2.
- La Couleuvre, 6 g. 60 m.—Victorieuse, 12, E. S. Dickson; and Zephyr, 14, W. Champain, at Gurupano, West Indies, Dec. 4.
- Le Ferailleur, brig, 12 g. 58 m.—Caroline, 36, W. Bowen, Lisbon station, December 4.
- Le Calaisien, lugger, 4 g. 18 m.—Badger, ex-cut. T. R. Rudge, near Dungeness, December 5.

Between
June 1798.
and Feb.
10, 1799.

Between
Nov. 7, and
Dec. 10.

- La Resource, brig, 10 g. 66 m.—Phaëton, 33, Hon. R. Stopford; and Stag, 32, J. S. Yorke, Channel station, December 6.
 La Cantabre, brig, 14 g. 75 m.—Cambrian, 44, Hon. A. K. Legge, in the Channel, December 8.
 L'Invincible Bonaparte, 20 g. 170 m.—Boadicea, 33, R. G. Keats, Channel station, December 9.
 La Rosée, brig, 14 g. 70 m.—Triton, 32, E. Griffith; and St. Fiorenzo, 40, Sir H. B. Neale, bart. in the Channel, December.
 Name unknown, cut.—A Spanish schooner, prize to the St. Fiorenzo, 40, under the command of a midshipman, with 7 men, Dec.
 L'Armée d'Italie, 18 g. 117 m.—La Perdrix, 24, A. C. Fahie, West Indies, December 12.
 La Minerve, 16 g. 140 m.—Indefatigable, 44, Sir E. Pellew, bart. five leagues south-west from Ushant, December 31.
 L'Impromptu, brig, 14 g. 64 m.—Triton, 32, E. Griffith, on the passage from Coruana to the Western Islands, December 31.

1799.

- La Rancune, cutter, 2 s. 21 m.—Pigmy, cutter, 14, Lieut. W. Shephard, Channel, January 8.
 Le Bon Ordre, brig, 16 g. 25 m.—Clyde, 33, C. Cunningham, in the Channel, January 13.
 Le Grand Indien, 20 g. 125 m.—Shannon, 32, A. Frazer, Irish station, January 15.
 Foudroyant, ship, 20 g. 160 m.—Phoenix, 36, L. W. Halsted, Irish station, January 23.
 L'Intrepide, 20 g. 160 m.—Flora, 36, R. G. Middleton, Lisbon station, January 25.
 Name unknown, cutter, 16 g.—Run down under the guns of the garrison, in Guernsey, by Triton, 32, J. Gore, and captured there by the troops, January 29.
 L'Aimable Victoire, 18 g. 87 m.—Triton, 32, J. Gore, between Alderney and the Start, January 30.
 Le Boulonnois, cutter, 14 g. 70 m.—Anson, 44, P. C. Durham; and Ethalion, 33, G. Countess, North Sea, February 2.
 La Gleneur, cutter, 6 g. 32 m.—Fly, sloop, 16, Z. Mudge, off Portland, February 6.
 L'Escamoteur, 3 g. 34 m.—Transfer, sloop, 14, Lieut. G. Miller (acting), Mediterranean, February 11.
 La Prudente, 18 g. 100 m.—Concorde, 36, R. Barton, W. Ind. Feb. 14.
 L'Avanture, 14 g. 130 m.—Flora, 36, R. G. Middleton, Lisbon station, February 20.
 Le Milan, cutter, 14 g. 44 m.—Boadicea, 33, R. G. Keats; and Atalante, slp. 16, A. J. Griffiths, in the Channel, February 20.
 Le Jason, brig, 14 g. 52 m.—La Jalouse, brig, 18, J. Temple, off the Texel, February 23.
 Name unknown, 10 g. 42 m.—Rattler, slp. 16, J. M. Spread, Jamaica station
 Name unknown, sch. 10 g. 79 m.—Maidstone, 32, R. Donnelly, Jamaica station
 Name unknown, sch. 8 g.—Aquilon, 32, T. Boys, Jamaica station
 La Lionne, sch. 5 g. 60 m.—Surprise, 24, E. Hamilton, Jamaica station
 Name unknown, sch.—Lark, slp. 16, J. W. Loring, Jamaica station.....

Between
Feb. 12,
and
April 15.

- La Zélé, 16 g. 69 m.—Melpomene, 44, Sir C. Hamilton, nine leagues from the Saints, coast of France, February 28.
- L'Heureux Hazard, 16 g. 94 m.—Naiad, 38, W. Pierrepont, in the Bay of Biscay, March 3 (pierced for 20 guns).
- L'Indefatigable, 18 g. 120 m.—Ethalion, 38, G. Countess, Channel station, March 6 (pierced for 20 guns).
- Le Requin, ship, 14 g. 70 m.—Boadicea, 38, R. G. Keats, Channel, but overset the day after, by which a master's mate and 10 men were lost, March 8.
- Le Mercure, ship, 16 g. 103 m.—Melampus, 36, G. Moore, in the Bay of Biscay, March.
- L'Hirondelle, brig, 24 s. 67 m.—Telegraph, hired brig, 16, Lieut. J. Worth, off the Isle of Bas, March 18.
- La Résolue, brig, 14 g. 65 m.—Spitfire, sloop, 16, M. Seymour, fourteen leagues north-north-west of Scilly, March 31.
- L'Utile, bg. 16 g. 120 m.—Boadicea, 32, R. G. Keats, Chan. April 1.
- Argus, brig, 18 g. 130 m.—Pomone, 44, R. C. Reynolds, off Cape Finisterre, April 3.
- Le Coureur, lugger, 4 g. 6 s. 46 m.—Phœnix, lugger privateer, ——— Hamon, four leagues south-east of St. Sebastian, April 5.
- Name unknown, fh. 16 g.—Driven on shore and destroyed by Majestic, 74, G. Hope; and Transfer, brig, 14, G. Miller, Mediterranean, April 5.
- Le Marsouin, lug. 14 g. 58 m.—Astrea, 32, R. Dacres, North Sea, April 10.
- Le Vengeur, sch. 6 g. 50 m.—L'Amaranthe, sloop, 10, F. Vesey, Jamaica station, April 13.
- Le Papillon, brig, 14 g. 123 m.—Melampus, 36, G. Moore, lat. 48 deg. 30 min. north, long. 15 deg. west, April 15.
- Le Nautois, brig, 14 g. 150 m.—Sunk by Melampus, 36, G. Moore, on being chased by her in lat. 50 deg. 20 min. north, long. 15 deg. 20 min. west, and all the crew lost, April 18.
- Le Vengeur, cutter, 14 g. 105 m.—Martin, 16, Hon. M. St. Clair, off the Scaw, in the North Sea, April 28.
- La Legere, 14 g. 60 m.—Flora, 36, R. G. Middleton, Lisbon station, April 28.
- Ribotteur, schooner, 6 g. 26 m.—Courier, cutter, Lieut. T. Searle, off the Texel, May 13.
- La Ruse, lugger, 14 g. 60 m.—Kite, brig, 18, C. Lydiard, near the Scaw, North Sea, May 18.
- Les Deux Freres, 14 g. 50 m.—Cruiser, brig, 18, C. Wollaston, North Sea, May 21.
- L'Aimable Thérèse, lugger, 4 g. 27 m.—Ann, hired cutter, Lieut. R. Young, off Folkstone, May 25.
- Le Vigie, schooner, 14 g. 71 m.—Resolution, cutt. priv. of Guernsey, W. Le Lachour, lat. 43 deg. north, long. 16 deg. west, May 26.
- La Victoire, bg. 16 g. 160 m.—La Révolutionnaire, 44, T. Twysden, lat. 48 deg. 30 min. north, long. 19 deg. west, May 30.
- La Vénus, brig, 14 g. 101 m.—Indefatigable, 44, Hon. H. Curzon, in the Bay of Biscay, May 31.
- L'Hyppolite—La Révolutionnaire, 44, T. Twysden, coast of Ireland, June 2.
- Name unknown, sloop, 3 g. 13 m.—Cut out by the boats of the Regulus, 44, at Rio de la Hache, afterwards scuttled, June.
- Courageux,

- Courageux, 28 g. 253 m.—Alcmene, 32, H. Digby, near the Azores, or Western Islands, June 21.
- L'Hirondelle, lugger, 5 g. 2 s. 26 m.—Hound, brig, 18, J. Wood, eight leagues north-north-east from the Seaw, June 22.
- L'Anacreon, brig, 16 g. 125 m.—Champion, 24, G. E. Hamond, North Sea, June 22.
- Le Duquesne, brig, 16 g. 129 m.—Amphitrite, 28, C. Ekins, to windward of Antigua, June 26.
- Déterminé, ship, 18 g. 163 m.—La Revolutionnaire, 44, T. Twysden, off Ireland, June 29.
- Le Courageux, lugger, 14 g. 47 m.—Cruiser, brig, 18, C. Wollaston, North Sea, July 13.
- Rhuiter, brig, 14 g. 104 m.—Flora, 36, R. G. Middleton, Lisbon station, July 25.
- La Junon, schooner, 1 g. 30 m.—Trent, 36, R. W. Otway, West Indies, July.
- Name unknown, 7 g. 74 m.—Burnt on the coast near Cayenne, by the boats of the Syren, 32; and Daphne, 20, in August.
- Les Deux Amis, brig, 6 g. 60 m.—Alcmene, 32, H. Digby, Atlantic Ocean, August 16.
- Le Dragon, lugger, 16 g.—Busy, sloop, 18, J. A. Ommannay, North Sea, September 16.
- L'Eclair, brig, 10 g. 4 s. 83 m.—Burnt by the Sceptre, 64, V. Edwards, Island of Rodriguez, in the Indian Ocean, September 19.
- Le Bourdelais, 26 g. 220 m.— } Revolutionnaire, 44, T. Twysden;
Le Grand Ferrailleur, 18 g.— } and Phœbe, 36, R. Barlow, Irish station, October.
- L'Heureux, 10 g.—Stag, 32, J. S. Yorke; and Cambrian, 44, Hon. A. K. Legge, off Bourdeaux River, October 19.
- L'Hirondelle, 14 g. 50 m.—Eurydice, 24, J. Talbot; and Snake, 16, J. Lewis, off Beachy Head, November 10.
- Le Petit Diable, cutter, 8 m.—Ann, hired cutter, 12, Lieut. R. Young, off Beachy Head, November 21.
- Name unknown, lugger, 13 m.—Fanny, hired lugger, 16, Lieut. W. Frissell, off the Start, November 21.
- Le Guerrier, cutter, 14 g. 44 m.—Courier, hired cutter, 12, Lieut. T. Searle, North Sea, November 23.
- Four Brothers, lugger, 4 g. 44 m.—Kent, hired cutter, 14, Lieut. W. Lanyon, off the North Foreland, November 26.
- Republicain, lugger, 20 m.—Camperdown, hired cutter, 14, Lieut. H. Wildey, near the South Foreland, November 26.
- Fantaisie, lugger, 14 g. 60 m.—Jalouse, brig, 18, J. Temple, in the North Sea, November 29.
- Le Barras, sch. 14 g. 57 m.—Driver, sloop, 16, J. Dunbar, in company with the Vigilant, hired lugger, off the Texel, Nov. 30.
- Le Vrai Decide, lugger, 14 g. 4 s. 50 m.—Raccoon, sloop, 18, R. Lloyd, in the Channel, December 2.
- L'Intrepide, lugger, 16 g. 60 m.—Ditto, ditto, December 3.
- Le Success, lugger, 6 g. 48 m.—Atalante, sloop, 16, A. J. Griffiths, Downs station, December 4.
- L'Heureuse Espérance, lugger, 14 g. 24 m.—Speedwell, hired schooner, Lieut. R. Tomlinson; and Valiant, hired lugger, Lieut. Maxwell, in the Channel, December 5.
- L'Heureux Speculateur, brig, 14 g. 58 m.—Ditto, and ditto, Dec. 9.
- L'Espérance, lugger, 5 g. 36 m.—Netley, schooner, 16, Lieut. F. G. Bond, Lisbon station, December 22.

- Le Furet, 14 g. 57 m.—Viper, cutter, 12, Lieut. J. Pengelly, Channel, December 26.
 L'Aventurier, brig, 14 g. 75 m.—Amethyst, 38, J. Cooke (1), in the Channel, December 29.
 L'Aventure, schooner, 14 g. 42 m.—Aristocrat, hired brig, 18, Lieut. N. Wray (acting), in the Channel, December 30.

1800.

- Le Général Brune, 2 g. 15 m.—Custom-house boat of Newhaven, and four other boats of volunteers, near Newhaven, January 6.
 L'Avantageux—Ajax, 80, Hon. A. F. Cochrane, Chan. stat. Jan. 9.
 Le Renard, lugger, 14 g. 2 s. 65 m.—Nemesis, 28, T. Baker, in the Channel, January 12.
 Le Modéré, lugger, 4 g. 42 m.—Nile (3), hired lugger, 10, S. Butcher (master, acting), Downs station, January 13.
 La Vautour, ship, 22 g. 137 m.—Caroline, 36, W. Bowen, Lisbon station, January 15.
 Petite Victoire, schooner, 2 g. 52 m.—La Legere, 24, Corn. Quinton, off Porto Rico, January or February.
 La Victoire, sch. 10 g. 60 m.—Sunk under the batteries of Aquadur, West Indies, by the Acasta, 40, E. Fellowes, Jan. or Feb.
 Le Courageux, lug. 5 g. 42 m. } Suffisante, 14, J. Witt
 Le Grand Quinola, lug. car. &c. 47 m. — } man, in company
 with the Havick, 18, P. Bartholomew, in the Channel, Jan. 29.
 La Vigoureuse, lugger, 3 g. 26 m.—Camilla, 20, R. Larkan, coast of France, January 29.
 Perseverance, schooner, 16 g. 37 m.—Unité, 38, J. P. Beresford, Leeward Island station, February 2.
 L'Egyptienne, lugger, 15 g. 66 m.—Mercury, 28, T. Rogers, off the Isle of Wight, February 5.
 L'Eole, brig, 10 g. 80 m.—Phoenix, 36, L. W. Halsted, in company with the Incendiary, fire-ship, 14, R. D. Dunn, off Cape Spartel, February 11.
 Bougainville, 18 g. 82 m.—Amazon, 38, E. Riou, Channel station, February 14. Lost, by running foul of the Amazon, on the night following; crew saved, excepting one.
 La Valliante, cutter, 14 g. 130 m.—Amethyst, 32, J. Cooke (1); and La Nympe, 36, P. Fraser, in the Channel, February 15.
 Bellegarde, ship, 14 g. 114 m.—Phoebe, 36, R. Barlow, Irish station, February 21.
 Vengeance, 16 g. 174 m.—Néréide, 36, F. Watkins, Channel station, February 28.
 Le Furet, brig, 14 g. 80 m.—La Minerve, 42, G. Cockburn, Lisbon station, March 2.
 Coureur, ship, 14 g. 158 m.—Révolutionnaire, 44, T. Twysden, Irish station, March 4.
 Telegraph, brig, 14 g. 78 m.—Kangaroo, brig, 18, E. Brace, Irish station, March.
 Le Massena, lugger, 4 g. 34 m.—Plover, sloop, 18, E. Galway, off Dunkirk, March 10.
 L'Heureux, ship, 22 g. 220 m.—Phoebe, 36, R. Barlow, in the Channel, March 11.
 Josephina, cutter, 4 g. 20 m.—Suffisante, sloop, 14, J. Wittman, in the Channel, March 13.

Name

- Name unknown, schooner, 2 g.—By the boats of the Lark, sloop, 16, J. W. Loring, Cuba, afterwards destroyed, March 14.
- Chaser, lugger, 14 g. 37 m.—Seaflower, sloop, 16, Lieut. J. Murray, off Cape Frelhel, March 19.
- Le Persévérant, cutter, 14 g. 49 m.—Cruiser, brig, 18, C. Wollaston, North Sea, March 23.
- Consolateur, sloop, 1 g. 36 m.—Surinam, 18, C. Cole, Leeward Island station, March 24.
- Flibustier, bg. 14 g. 54 m.—Cruizer, 18, C. Wollaston, N. S. Mar. 25.
- La Cerberre, sch. 6 g. 20 m.—Uranie, 38, G. H. Towry, Ch. Mar. 25.
- Renard, slp. 3 g. 15 m.—Surinam, 18, C. Cole, Lee. Isl. sta. Mar. 26.
- La Pensée, schooner, 4 g. 65 m.— } Sans Pareil, 80, C. V. Penrose,
Sapajon, schooner, 6 g. 48 m. . . . } Leeward Island sta. Mar. 27.
- Victoire, 2 g. 28 m.—Mutine, 14, W. Hoste, Mediterranean, Mar. 29.
- Le Mars, ship, 22 g. 180 m.—Amethyst, 38, J. Cook (1), Ch. Apl. 1.
- L'Inattendu, cutter, 2 g. 25 m.—Jalouse, brig, 18, J. Temple, North Sea, April 5.
- La Virginie, lugger, 14 g. 53 m.—Latona, 38, F. Sotheron, off Flamborough Head, April 6.
- L'Innocente, 2 g. 37 m.—Gipsey, tender, Lieut. Tippet, Leeward Island station, April 12.
- L'Heureuse Société, 14 g. 64 m.—Spitfire, 16, M. Seymour, in the Channel, April 17.
- Le Troisième, sch. 14 g. 63 m.— } Mayflower, privat. of Guernsey,
Le Tarn, 6 g. 55 m. } J. Le Bair, Bay of Bis. Apr.
- L'Impregnable, cut. 14 g.—Lark, hired lug. 14, Lieut. J. H. Wilson, off Vlie Island, coast of Holland. The crew, about sixty, escaped on shore, April 24.
- Risque Tout, 18 m.—Daphne, 20, R. Matson, Lee. Isl. sta. Apr. 26.
- La Mouche, 20 g. 145 m.—La Minerve, 42, G. Cockburn, coast of Spain, April.
- Le Hardi, sch. 18 g. 194 m.—Anson, 44, P. C. Durham, Ch. Apr. 29.
- Gen. Bernadotte, cutter, 14 g. 57 m.—Arethusa, 38, T. Wolley, off Oporto, May 1.
- Les Huits Freres, lugger, 14 g.—Lady Ann, hired lugger, 16, Lieut. J. Wright, off Flushing, May 4.
- L'Enfant Chérie de la Victoire, 1 g. 2 s. 22 m.—Port Mahon, brig, 18, W. Buchanan, Mediterranean, May 8.
- L'Intrépide, 6 g. 42 m.—Speedy, sloop, 14, Lord Viscount Cochrane, Mediterranean, May 11.
- L'Egyptienne, brig, 8 g. 50 m.—Incendiary, 14, R. D. Dunn, Mediterranean, May 12.
- La Françoise, schooner, 12 g. 42 m.—La Loire, 46, J. Newman, on passage to Lisbon, May 15.
- La Vengeance, cutter, 15 g. 132 m.—La Minerve, 42, G. Cockburn; and Netley, schooner, 16, Lieut. F. G. Bond, Mediterranean, May 15.
- La Médie, schooner, 10 g. 70 m.—Diana, 28, A. Fraser, Leeward Island station, May 17.
- Le Scipio, schooner, 18 g. 149 m.—Endymion, 44, Sir T. Williams, on passage to Mediterranean, May.
- Le Risque à Tout, 2 g. 16 m.—Rose (2), hired cutter, 3, Lieut. H. Richardson (1), in company with the Dolphin, hired cutter, off Cape Barfleur, May 31.
- Gen. Massena, schooner, 16 g. 150 m.—Tamer, 38, T. Western, Leeward Island station, June 1.

- La Volante, schooner, 1 g. 10 m.—Gipsey, tender, Lieut. Tippet, Leeward Island station, June 7.
- L'Hirondelle, schooner, 4 s. 6 m.—Southampton, 32, J. Harvey, Leeward Island station, June 9.
- L'Auguste, letter of marque, 10 g. 50 m.—Melpomene, 44, Sir C. Hamilton, coast of France, June 17.
- Le Vengeur, brig, 14 g. 120 m.—Indefatigable, 44, Hon. H. Curzon, Channel station, June.
- A row boat, 19 m.—Quebec, 32, H. W. Bayntun, Jamaica station.
- Deux Amis, cutter, 8 m.—Constance, hired brig, 12, Lieut. M. Wright, off St. Alban's Head, June 19.
- L'Heureux Courier, brig, 14 g. 54 m.—Spitfire, 16, M. Seymour, Channel station, June 19.
- Fidele, schooner, 4 g. 61 m.—Gipsey and Pickle, tenders, Leeward Island station, June 30.
- L'Industrie, sch. 6 g. 23 m.—Diana, 38, A. Fraser, Leeward Island station, July 13.
- Jupiter, tartan—Constance, 24, J. B. Hay, Mediterranean, July 13.
- La Fortune, schooner, 22 g. 133 m.—Ruby, 64, S. Ferris, on the passage from St. Helena, July 14.
- La Gironde, 16 g. 141 m.—Fisgard, 44, T. B. Martin, Chan. July.
- Constitution, tartan—Speedy, sloop, 14, Lord Viscount Cochrane, Mediterranean, July 19.
- La Revanche, schooner, 14 g. 80 m.—Uranie, 44, G. H. Towry, near Cape Ortegal, July 28.
- Providence, felucca, 2 g. 23 m.—Camelion, brig, 18, F. L. Maitland, Mediterranean, August 4.
- L'Alerte, 14 g. 84 m.—Fisgard, 44, T. B. Martin, in the Channel.
- Ajax, lugger, 4 g. 23 m.—Hazard, cutter privateer, J. Hocquard, off Guernsey, August 4.
- L'Uni, 32 g. 260 m.—Arrogant, 74, E. O. Osborn, to the Northward of Masulipatam, in the East Indies, August.
- La Clarisse, 18 g. 170 m.—Leopard, 50, Rear-Adm. J. Blankett, Capt. T. Surridge, Indian Ocean, August 22.
- Trompeur, cutter—Fly, sloop, 16, Z. Mudge, in Channel, Aug. 24.
- La Guêpe, ship, burthen 300 tons, and pierced for 22 guns, 18 g. 161 m.—By the boats of Rear-Adm. Sir John Borlase Warren's squadron, under the command of Lieut. H. Burke, of the Renown, close to the batteries in Vigo Bay, August 29. The enemy had 25 men k. and 40 w. The British 4 k. and 23 w., including Lieut. Burke among the latter.
- General Holtz, 2 g. 26 m.—Termagant, 18, W. Skipsey, Mediterranean, September 4.
- La Bataglia di Marengo, trebac.—Pigmy, cutter, 14, Lieut. W. Shephard, Mediterranean, September 6.
- Petit Chasseur, cutter, 1 g.—Weazle, sloop, 16, W. Durban, off Portland, September 19.
- Name unknown, sloop—Néréide, 36, F. Watkins, at the surrender of Curaçoa, September 23.
- Gen. Toussaint, sch. 4 g. 70 m.—Alarm, 32, R. Rolles, off St. Dom.
- Le Diable à Quatre, schooner, 16 g. 150 m.—Thames, 32, W. Luckin, in company with L'Immortalité, 36, H. Hotham, Bay of Biscay, October 26.
- Renard, cutter, 2 g. 13 m.—Nile (3) hired lugger, 14, S. Butcher, (master, acting) off Folkstone, November 1.
- General Melartique, 16 g. 130 m.—Phoenix, East Indiaman, in the Bay of Bengal, November 10.

L'Adelle,

- L'Adelle, 12 g. 60 m.—Albatross, brig, 18, W. Waller, Indian Ocean, November 12.
 L'Actif, brig, 16 g. 137 m.—Thames, 32, W. Lukin, Bay of Biscay, November 30.
 L'Eclair, cutter, 3 g. 20 m.—Lord Duncan, hired cutter, 12, Lieut. W. Wells, off Shoreham, December 18.

1801.

- Le Voyageur, cutter, 14 g. 47 m.—Favourite, sloop, 16, Joseph Westbeach, off Flamborough Head, January 15.
 La Venus, lugger, 14 g. 36 m.—Jason, 36, J. S. Yorke, near Cherbourg, January 18.
 A xebec (laden with arms), 4 g. 24 m.—Caroline, 36, W. Bowen, and Salamine, brig, 16, Mediterranean, January 21.
 Le Quinola, cut. 14 g. 48 m.—Active, 38, J. Giffard, Chan. Jan. 26.
 Flibustier, cutter, (musquetry, &c.) 16 m.—King George, hired cutter, 12, Lieut. W. J. Pearce, Downs station, January 28.
 Le Juste, brig, 14 g. 50 m.—Amelia, 44, Hon. C. Herbert, Channel station, February 5.
 L'Espoir, lugger, 6 g. 23 m.—Lady Charlotte, hired brig, 12, Lieut. G. Morris, Channel, February 11.
 Le Sans Peur, 6 g. 50 m.—Argus, Lively, and Viper, revenue cutters, North Sea, February 13.
 La Victoire, lugger, 10 g. 110 m.—Boats of the Helden, 36, J. Phillips, off Cape St. Croix, February 14.
 Moucheron, brig, 16 g. 130 m.—Revolutionnaire, 44, T. Twysden, Irish station, February 16.
 L'Adelaide, 3 g. 51 m.—Pigny, cutter, 14, Lieut. W. Shephard, off the Isle Lafrina, Mediterranean, February 18.
 Vigilante, 14 g.—Apollo, 36, P. Halkett, Gulf of Mexico, Feb. 18.
 Buonaparte, cutter, 14 g. 44 m.—Nimble, cutter, 14, Lieut. James Lloyd, Channel, February 23.
 L'Espoir, lugger, 14 g. 75 m.—Lord Nelson, privateer, H. Gibson, Channel, February 26.
 Le Vengeur, lugger, 2 s. 17 m.—Swan, hired cutter, 14, acting, Lieut. J. Luckraft, Channel, March 1.
 Le Bien Venu, 14 g.—Cobourg, hired brig, 14, acting Lieut. M. Wright, North Sea station, March 2.
 Le Premier Consul, (since *Scout*, pierced for 24 guns), 14 g. 150 m.—Dryad, 36, C. J. M. Mansfield, Irish station, March 5.
 Le General Bessieres, schooner, (pierced for 14 guns), 4 g. 6 s. 24 m.—Hussar, 38, Lord Viscount Garlies, Atlantic Ocean, March 11.
 L'Optimiste, schooner, 14 g. 47 m.—Favourite, sloop, 16, J. Westbeach, North Sea, March 12.
 L'Achille, 6 g. 44 m.—El Corso, brig, 18, W. Ricketts, and Pigny, cutter, 14, Lieut. W. Shephard, Mediterranean, March 15.
 La Gloire, 10 g. 111 m.—Albatross, brig, 18, W. Waller, Indian Ocean, March 23.
 La Vengeance, lugger, 14 g. 43 m.—Gannet, brig, 16, James Cotgrave, Downs station, March 23.
 Le Pluton, cutter, 1 g. 14 m.—Sheerness, hired cutter, 12, Lieut. J. H. Talbot, off Cape La Hague, March 29.
 Le Huron, lugger, 14 g. 35 m.—Earl Spencer, privateer, J. Stewart, Lisbon station, March 29.

- Les Heros, brig, 14 g. 73 m.—Atalante, sloop, 16, A. J. Griffiths, in company with the Viper, cut. Lieut. J. Coghlan, Chan. Apr. 1.
 Le Mascarade, schooner, 12 g. 40 m.—Fortunée, 44, Lord A. Beauclerc, Channel, April 5.
 L'Audacieux, lugger, 14 g. 50 m.—Cambrian, 40, Hon. A. K. Legge, on passage to St. Helena, April 6.
 Le Poisson Volant, lugger, 14 g. 55 m.—Stag, hired cutter, 14, Lieut. J. Irwin, off Beachy Head, April 9.
 Le Brave, lugger, 14 g. 57 m.—Arethusa, 38, T. Wolley, Channel station, April 12.
 Le Furie, 14 g. 64 m.—Endymion, 44, P. C. Durham, Ch. Apr. 13.
 Le Laure, brig, 14 g. 78 m.—Immortalité, 44, H. Hotham, Channel, April 14.
 L'Antichrist, lugger, 14 g. 60 m.—Favourite, sloop, 16, J. West-beach, Shields bearing W. S. W. eight leagues distant, April 17.
 La Superb—Vincego, 18, G. Long, Mediterranean, April 17.
 Le Petit Pirate, lugger, 4 g. 24 m.—Greyhound, revenue cutter, Wilkinson, off Portland, April 18.
 Le Renard, Fr. lugger, 10 g.—Fortunée, 44, Lord A. Beauclerc, in company with the Trent, 36, Sir Edward Hamilton, and Dolphin, hired cutter, 14, Lieut. Jarrett, near Jersey, April 20.
 Le Prefect de la Manche, lugger, 16 g. 49 m.—Sheerness, hired cutter, 14, Lieut. J. H. Talbot, near Portland, April 21.
 Le Dorad, brig, 14 g. 53 m.—Jason, 36, Lieut. Woodley Losack, acting, coast of France, May 1.
 Jupiter, 16 g. 60 m.—Leda, 38, G. Hope, Channel station, May 1.
 Le Bougainville, bg.—Eurydice, 28, W. Bathurst, Atlantic, May 8.
 L'Heureux, brig, 14 g. 78 m.—Amelia, 44, Hon. C. Herbert, Bay of Biscay, May 10.
 Victoire, cutter (formerly *Active*, hired cutter), 14 g. 75 m.—Lady Ann, hired brig, 16, Lieut. J. Lake, off Flamborough Head, May 16.
 A tartan—Pearl, 32, S. J. Ballard, Mediterranean, July 1.
 L'Invention, 24 g. 210 m.—L'Immortalité, 36, H. Hotham, in company with the Arethusa, 38, T. Wolley, Channel, July 27. (A beautiful vessel on a new construction, having four masts, and all her guns on a flush deck. Length 147 feet, breadth 27.)
 L'Enfant du Carnival, 14 g. 60 m.—Défence, 74, Lord H. Paulet, off Portugal, September 18.
 La Racroieuse, lugger, 14 g. 30 m.—Viper, excise cutter, near Orfordness, October 1.

1803.

- La Felicité, cutter, 22 m.—Hind, revenue cutter, Lieut. Senhouse, Home station, June 1.
 Name unknown, 27 m.—Boadicea, 38, J. Maitland, Home station, June.
 L'Espiègle, lugger, 12 g.—Eling, schooner, 14, Lieut. Archbold, Home station, June 13.
 L'Inabordable, schooner, 4 g.— } Cruisers in the Strait of Dover,
 Comode, brig, 4 g. } June 14.
 La Pelagie, 4 g. 27 m.—Doris, 36, R. H. Pearson, June 24.
 Marengo, cutter, 4 g. 26 m.—Albion, hired cutter, 6, Lieut. Mayson Wright, Home station, June 24.

La

- La Phœbe, cutter, 4 g. 2 s.—Hydra, 38, G. Mundy, and Rose cutter, Home station, June 25.
- Le Furet, brig, 2 s. 34 m.—Constance, 24, A. J. Griffiths, Home station, July 13.
- Le Despoir, lugger, 2 g. 28 m.—Wasp, 18, F. W. Aylmer, Home station, July 19.
- Le Courier de Terre Neuve, brig, 4 g. 50 m.—Plantagenet, 74, Graham E. Hammond, Home station, July 24.
- Le Felix, schooner, 16 g. 96 m.—Amazon, 38, W. Parker, Home station, July 26.
- Venus, 18 g. 150 m.—Thunderer, 74, W. Bedford, Home station, July 26.
- L'Atalante, ship, 14 g. 120 m.—Plantagenet, 74, G. E. Hammond, and Rosario, sloop, 20, W. Mounsey, Home station, July 27.
- Le Favori, bg. 4 g.—Hydra, 38, G. Mundy, Home station, Aug. 1.
- Fanny, cut. 2 g. 24 m.—Jamaica, 26, J. Rose, Home station, Aug. 13.
- Le General Moreau, schooner, 16 g. 85 m.—Endymion, 44, Charles Paget, Home station, August 14.
- Messenger, lugger, 6 g. 40 m.—Ville de Paris, 110, W. Domett, Home station, August 16.
- La Chiffonette, 14 g. 80 m.—Egyptienne, 50, C. E. Fleming, Home station, August 30.
- L'Espoir, brig, 6 g. 52 m.—Joseph, hired cutter, Lieut. W. Gibbons, Home station, September 8.
- Les Quatre Fils, 4 g. 78 m.—Juno, 32, H. Richardson, M. S. Sep. 8.
- La Caille, schooner, 6 g. 60 m.—Bittern, sloop, 16, Robert Corbet, Mediterranean station, September 10.
- L'Oiseau, cut. 10 g. 63 m.—Argo, 44, B. Hallowell, H. S. Sep. 12.
- Fortunée, schooner, 2 g. 29 m.—Blenheim, 74, T. Graves, off Port Royal, Martinique, September 16.
- Caroline, schooner, 8 g. 35 m.—Constance, 24, A. J. Griffiths, Home station, September 20.
- L'Alerte, 14 g. 84 m.—L'Aigle, 36, G. Wolfe, Home sta. Sept. 27.
- La Marguerite, 4 g. 40 m.—Anson, 40, W. E. Cracraft, Mediterranean station, October 15.
- L'Avanture, 20 g. 144 m.—Acasta, 40, J. A. Wood, H. S. Oct. 2.
- La Resource, sch. 4 g. 43 m.—} Boats of the Osprey, sloop, 18, G.
- La Mima, sch. 1 g. 21 m.—} Younghusband, commanded by
- Lieut. R. Henderson, off Trinidad, October 26 and 27.
- Les Sept Freres, lugger, 2 g. 3 m.—Destroyed by Merlin, sloop, 16, E. P. Brenton; and Millbrook, schooner, 14, Lieut. N. Starch, Home station, October 27.
- Le Harmonie, 8 g. 66 m.—Boats of the Blenheim, 74, T. Graves; and Drake, brig, 16, W. Ferris, in the harbour of Maren, Martinique, November 16.
- Le Renard, sch. 12 g. 6 s. 80 m.—Squadron under Lord Nelson, Mediterranean station, November 16.
- Le Lionnais, cutter, 2 g. 21 m.—Vixen, gun-brig, 14, Lieut. P. Browne, Home station, December 8.
- L'Esperance, 4 g. 70 m.—Medusa, 38, J. Gore, off Cabarita Point, December 9.
- La Sorcier, 4 g. 70 m.—Destroyed by the Medusa, 38, J. Gore, December 9.
- L'Espiegle, 4 g. 36 m.—Dedaigneuse, 36, P. Heywood.
- Le Vigilant, 35 m.—Badger, revenue cutter, M. Gunthorpe, commander, Home station, December 11.

Clarisse, ship, 12 g. 157 m.—Albion, 74, J. Ferrier; and Sceptre, 74, A. C. Dickson, East Indies, December 21.

1804.

Les Frieres Unis, 8 g. 134 m.—Caroline, 36, B. W. Page, East Indies, January 6.
 Le Hazard, brig, 6 g. 34 m.—Speedwell, brig, 14, W. Robertson, January 16.
 Bellone, 8 g. 24 m.—Cyane, sloop, 18, — Nourse, Leeward Island station, January 24.
 Le Furet, 4 g. 45 m.— } St. Lucia, sloop, 14, C. Shipley, Leeward
 Bijou . . . 6 g. 60 m.— } Island station, January 25.
 L'Harmonie, schooner, 12 g. 82 m.—Cyane, slp. 18, — Nourse, Leeward Island station, January 27.
 General De Caen, ship, 26 g. 200 m.—Caroline, 36, B. W. Page, Indian Sea, February 4.
 Serpent, sch.—La Superieure, sch. 10, Lieut. W. C. Frourow, Feb. 6.
 Le Recompence, schooner, 10 g. 70 m.—St. Lucia, sloop, 14, C. Shipley, Leeward Island station, February 14.
 La Jeune Adele, row-boat, 2 s. 12 m.—Boats of the Desiree, 36, H. Whitby, Jamaica station, February 24.
 Flebustier, sch. 6 g. 68 m.—L'Heureux, 24, L. O. Bland, Leeward Island station, February 26.
 Jeune Henri, brig, 14 g. 50 m.—Tartar, letter of marque, 10, F. Pironet, lat. 45 deg. N. long. 7 deg. W. March 9.
 Rose, sch. 1 g. 50 m.—L'Eclair, sch. 10, Lieut. W. Carr, March 10.
 Mosambique, schooner, 10 g.—Fort Diamond, armed sloop, L. T. Forrest, Leeward Island station, March 13.
 Brave, ship, 16 g. 110 m.—Loire, 40, F. Maitland, Irish station, March 16.
 Le Tison, sch. 6 g. 59 m.—Cambrian 40, W. Bradley, March 22.
 La Rose, 1 g. 49 m.—L'Eclair's boat, March 25.
 L'Alexandre, sch. 8 g. 68 m.—Cambrian, 40, W. Bradley, March 26.
 Le Petite Harmonie, schooner, 2 g. 22 m.—Franchise, J. Murray, March 26.
 L'Egyptienne, ship, 36 g. 240 m.—Hyppomenes, sloop, 16, C. Shipley, Jamaica station, March 27.
 L'Hirondelle, felucca, 1 g. 44 m.—Stork, sloop, 18, G. Le Geyt, Leeward Island station, March 30.
 Jean Baptiste, felucca, 28 m.—Racoon, brig, 18, J. A. Gordon, Jamaica station, April 2.
 Le Cazar, felucca, 1 g. 46 m.—Fortunée, 36, H. Vansittart, Jamaica station, April 3.
 L'Aventure, felucca, 1 g. 2 s. 28 m.—Racoon, brig, J. A. Gordon, Jamaica station, April 5.
 L'Hirondelle, cutter, 14 g. 80 m.—Bittern, sloop, 18, R. Corbet, Mediterranean station, April 28.
 Le Petite Decide, lugger, 1 g. 26 m.—Ulysses, 44, E. H. Columbine, Leeward Island station, April 30.
 L'Alfred, bg. 14 g. 80 m.—Sheerness, 44, J. Lind, East Ind. May 5.
 Les Trois Freres, 1 g. 24 m.—Ulysses, 44, E. H. Columbine, May 15.
 La Libertie, schooner, 1 g. 2 s. 27 m.—Hunter, brig, 18, S. H. Inglefield, Jamaica station, June 10.
 La Conception, 2 g. 47 m.—Spider, schooner, Lieut. H. Shaw, Mediterranean, July 11.

- La Jeune Clementine, brig, 15 m.—Sir Edward Hughes, East Indies, July 12.
 La Republique, 1 g. 50 m.—Flying Fish, schooner, July 15.
 Elizabeth, sch. 6 g.—La Curieux, 16, G. E. B. Bettesworth, July.
 Minerve, ship, letter of marque, 14 g. 111 m.—Topaze, 38, T. Lake, Irish station, July 25.
 Hirondelle, schooner, 10 g. 50 m.—Boats of the Tartar, 32, commanded by Lieuts. Mullah and Lockyer, Jamaica station, July 31.
 L'Alliance, 6 g. 68 m.—Raccoon, sloop, 18, J. A. Gordon, Jamaica station, August 1.
 Le Vautour, felucca, 1 g. 54 m.—Fortunée, 36, H. Vansittart, Jamaica station, August 10.
 Blonde, ship, 30 g. 240 m.—Loire, 40, F. L. Maitland, lat. 49 deg. 30 min. N., long. 12 deg. 20 min. W. August 17.
 La Venus, brig, 16 g. 68 m.—Squadron of East India ships, Com. Mungo Gilmar, lat. 48 deg. 5 min. N., long. 13 deg. W. Aug. 22.
 Zephyr, 4 m.—Terpsichore, 32, W. Bathurst, East Indies, August 27.
 Uranie, schooner, 3 g. 64 m.—Franchise, 38, J. Murray, Jamaica station, September 15.
 L'Esperance, settie, 10 g. 54 m.—L'Alcion, brig, 16, H. W. Pearse, off Gibraltar, September 20.
 Hazard, 16 g. 50 m.—Echo, sloop, 16, E. Boger, off the Island of Bonaire, September 30.
 Napoleon, ship, 18 g. 150 m.—Barbadoes, 28, J. Nourse, lat. 17 deg. 40 min. N., long. 59 deg. 54 min. W. October 17.
 Le Contre Admiral Magon, brig, 17 g. 84 m.—Cruizer, slp. 18, J. Hancock; Bold and Ann, gun-brigs; and Florence, cutter, North Sea, October 18.
 La Gracieuse, sch. 14 g. 55 m.—Blanche, 36, Z. Mudge, off Alta-vela, October 21.
 Le Chasseur, 5 g. 66 m.—La Supérieure, sch. 12, W. C. Fromow, off Monte Christi, October 22.
 L'Heureux, sloop, 10 g. 80 m.—Barbadoes, 28, J. Nourse, Nov.
 Le Buonaparte, brig, 18 g. 150 m.—Cyane, sloop, 18, G. Cadogan, off Mariegalante, November 12.
 La Raecrocheuse, lugger, 14 g. 56 m.—Favourite, 18, C. Foote, Home station, December 12.
 Le Tigre, ship, letter of marque, 18 g. 40 m.—Fisgard, 38, M. R. Kerr, December.
 Regulus, brig, 11 g. 84 m.—Princess Charlotte, 40, F. F. Gardner, West Indies, December 13.

1805.

- Le Vimereux, lugger, 15 g. 69 m.—Greyhound, 32, C. Elphinstone, in the Channel, January 18.
 ——— felucca, 1 g. 1 s. 27 m.—Peterell, sloop, 18, J. Lam-
 horn, Jamaica station, January 23.
 L'Elizabeth, schooner, 4 g. 34 m.—Epervier, brig, 16, John Im-
 pey, Leeward Island station, January 26.
 Deux Amis, 6 g. 40 m.—King Fisher, slp. 18, R. W. Cribb, Jan.
 Madame Ernouf, 16 g. 120 m.—Le Curieux, sloop, 16, G. E. B.
 Bettesworth, Leeward Island station, February 7.
 General Angereau, 14 g. 88 m.—Topaze, 38, W. T. Lake, Irish
 station, February 13.

- L'Intrepid, schooner, 4 g. 62 m.—Grenada, schooner, 10, Lieut. John Barker, Leeward Island station, March 16.
 Empereur, 14 g. 82 m.—Eagle, 74, David Colby, Leeward Island station, April 2.
 La Hazard, schooner, 6 g. 80 m.—Blanche, 36, Z. Mudge, Jamaica station, April 5.
 La Desirée schooner, 14 g. 71 m.—Barbadoes, 28, Joseph Nourse, at sea, April 8.
 L'Alert, 4 g. 32 m.—Inflexible, 64, T. Bayley, at sea, April 12.
 Orestes, 1 g. 6 s. 33 m.— } Musquito, sloop, 18, S. Jackson, Chan-
 Pylades, 1 g. 6 s. 33 m.— } nel, April 14.
 General Erneuf—Renard sloop, 14, Jeremiah Coghlan, Jamaica station, April 27.
 La Perseverante, schooner, 5 g. 84 m.—Seine, 36, D. Atkins, Jamaica station, April 30.
 Le Temprebort, cutter, 4 g. 35 m.—Unicorn, 32, L. Hardyman, May 4.
 La Renommée, 3 g. 56 m.— } Sandwich, cutter, 10, Lieut. { May 6.
 La Rencontre, 2 g. 42 m.— } C. Benardiney, Bahama { May 7.
 Venus, 1 g. 35 m.— } Banks { May 7.
 Les Amis Reunis, 2 g. 38 m.—Victor, sloop, 18, Lieut. G. Bell, entrance of the Persian Gulf, May 7.
 Orestes, 1 g. 6 s. 34 m.—Inspector, sloop, 16, E. J. Mitchell, Channel, May 14.
 Le Teazer, 7 g. 51 m.—Osprey, sloop, 18, T. Clinch, Leeward Island station, May 17.
 Name unknown, 1 g. 25 m.—Trinidad, sch. 10, Lt. Slout, May 31.
 La Desirée, felucca, 1 g. 40 m.—Heureux, 24, G. Younghusband, West Indies, May 31.
 Confiance, 26 g.— } Loire, 40, F. Maitland; Muros, June 4.
 Belier, brig. }
 Constance, 10 g. 75 m.—Circe, 32, Jonas Rose, June 21.
 Valiant, 30 g.—Loire, 40, F. Maitland, at sea, June 25.
 Matilda, schooner, 20 g. 95 m.—Cambrian, 38, J. P. Beresford, at sea, July 3.
 Josephine, 2 g. 35 m.—Ramillies, 74, F. Pickmore; and Illustrious, 74, W. Shield, July 7.
 La Hirondelle, brig, 16 g. 90 m.—Venus, 32, H. Matson, off Ireland, July 10.
 La Petite Aricere, 4 g. 35 m.—Grenada, brig, 10, Lieut. J. Barker, July 24.
 L'Hazard, row-boat, 14 m.—Dominica, sloop, R. Peter, Leeward Island station, August 11.
 Le Faune, brig, 16 g. 98 m.—Camilla, 20, B. W. Taylor, off the Channel, August 15.
 La Ravanche, row-boat—Dominica, sloop, R. Peter, Leeward Island station, August 25.
 La Prudente, row-boat—Ditto, September 2.
 Renommée, 2 g. 40 m.—Rein Deer, sloop, 16, J. Fyffe, West Indies, September 13.
 General Ferrand, felucca, 1 g. 2 s.—Franchise, 36, Capt. Macdonnell, Leeward Island station, October.
 San Benite, 1 g. 18 m.—Netley, sch. 14, Lieut. Carr, October 4.
 Le Prudent, brig, 4 g. 70 m.—Narcissus, 32, R. Donnelly, Coast of Africa, October 29.

Le Vengeur, brig, 14 g. 56 m.—Cruizer, sloop, 18, J. Hancock, Channel, November 13.
 Bellona, schooner, 4 g. 50 m.—Renard, sloop, 18, Jeremiah Coghlan, November 21.
 Andromeda, 4 g. 43 m.—Spider, schooner, 14, Lieut. H. Shaw, Mediterranean, December 10.
 L'Elizabeth, 14 g. 102 m.—Kingfisher, sloop, 18, N. D. Cochrane, Leeward Islands, December 16.
 Napoleon, ship, 32 g. 250 m.—Driven on shore and wrecked near the Cape of Good Hope, by the Narcissus, 32, R. Donnelly, December 24.
 Le General Blanchard, 16 g. 130 m.—Favourite, sloop, 18, J. Davie, coast of Africa, December 28.

1806.

Regulateur, 5 g. 80 m.— } Sunk by the Wolf, 18, G. C. Macken-
 Napoleon, 5 g. 66 m.— } zie, January 2.
 Le Voltigeur, lugger, 14 g. 66 m.—Growler, brig, 14, Lieut. T. Nesbitt, off Brest, January 28.
 Le Sorcier, lugger, 14 g. 60 m.—Attack, brig, 14, Lieut. T. Swaine, off Brest, January 28.
 L'Impromptu, lugger, 15 g. 50 m.—Bruizer, brig, 14, Lieut. T. Smithies, off Folkstone, January 29.
 Petite Con fiance, 1 g.—Wolverine, brig, 18, J. Smyth, off Barbadoes, January 31.
 Prince Murat, ship, 18 g. 127 m.—Druid, 32, P. V. B. Broke, Feb. 2.
 Rancune, 4 g.—Forward, gun-brig, 14, Lieut. Dan. Sheils, Channel, February 7.
 Princess Murat, sch. letter of marque, 3 g. 52 m. Grenada, brig, 10, John Barker, off Barbadoes, February 15.
 La Bellone, 14 g. 117 m.— } Heureux, 24, G. Younghusband, off Barbadoes, February 16.
 La Bocune, sch. 3 g. 60 m.— } Barbadoes, February 16.
 Josefina, 3 g. 37 m.—Private ship Felicity, M. Nevella, March 1.
 Rollo, 16 g.—Sir H. Popham's squadron, Cape of Good Hope, March 4.
 Le Huron, 18 g. 130 m.—Heureux, 24, G. Younghusband, off Barbadoes, March 8.
 L'Alcide, 34 g.—Egyptienne, 40, Charles Paget, Harbour of Muros, March 8.
 Phaeton, brig, 16 g. 120 m.— } Pique, 36, C. B. H. Ross.
 Voltigeur, brig, 16 g. 120 m.— }
 La Princesse Caroline de Granville, 6 g. 33 m.—Greyhound, revenue cutter, Rd. Wilkinson, Channel, March 29.
 Diligente, brig, 16 g. 125 m.—Renard, sloop, 18, J. Coghlan.
 Dame Ernouf, 16 g. 115 m.—Agamemnon, 64, Edward Berry, at Sea, March 30.
 L'Isle de France, brig, 8 g. 72 m.—Duncan, 38, Lord G. Stuart, East Indies, April 8.
 Le Dessaix, chasse-marees.— }
 L'Isle D'Aix, ditto.— } Pallas, 32, Lord Cochrane, off
 La Pomone, brig.— } Chasseron, April 9.
 A large brig.— }
 A chasse maree.— }
 x x 3

L'Intrepide,

- L'Intrepide, 14 g.—Hind, reven. cut. T. M. Allan, Chan. April 16.
 La Creole, sch. 14 g.—Rein Deer, 16, J. Fyffe, at sea, April 21.
 Name unknown, 2 g.—Destroyed by the Rein Deer, 16, J. Fyffe.
 Le Sorciere, 16 g. 46 m.—Rebuff, (G. V.) 12, C. Shackleton, Guernsey Road, April 26.
 Finisterre, lugger, 14 g. 52 m.—Minerva, 36, G. R. Collier, off Cape Finisterre, April 26.
 Les Amis, letter of marque, 4 g. 20 m.—Active, 38, R. H. Mowbray, at sea, April 27.
 Grand Juge Bertolio, 7 g. 120 m.—Fortunée, 36, H. Vansittart, Jamaica station, May 18.
 Le Luni, 2 g. 47 m. } Morne Fortunée, schooner, 10.
 L'Aimable Jeannette, 2 g. 20 m. } T. Rorie, Jam. stat. May.
 Le Prospero, lugger, 14 g. 46 m.—Vestal, 28, S. T. Digby, Channel, June 5.
 La Henriette, ship, 20 g. 124 m.—Powerful, 74, R. Plampin, East Indies, June 13.
 Hope, schooner, 4 g. 44 m.—Morne Fortunée, schooner, 10, Lieut. Brown, Leeward Islands, June 18.
 Vigilant, 2 g.—Concorde, 36, J. Cramer, East Indies, July.
 La Bellone, ship, 30 g. 194 m.—Powerful, 74, J. Plampin, East Indies, July 9.
 La Bateuse, row-boat, 19 m.—Dominica, (A. Bg.) 14, Lieut. Wm. Dean, Jamaica station, August 18.
 Two, names unknown, fel. 5 g.—Destroyed by the Superieuse, brig, E. Rushworth; Shark, sloop, 16, Geo. Le Geyt; Flying Fish, sch. 12; and Pike, sch. 4, Jamaica station, September 2.
 L'Emilien, ship, 18 g. 150 m.—Culloden, 74, C. Cole, East Indies, September 23.
 Felucca, name unknown, 1 g.—Wolf, 18, G. C. Mackenzie.
 Schooner, name unknown, 2 g.—Hercule, 74, B. Dacres.
 Brig, name unknown, 4 g.—Bacchante, 20, J. R. Dacres.
 Guadeloupe, sch. 3 g. 54 m.—Orpheus, 32, Thomas Briggs, Jamaica station, September 25.
 Alliance, 5 g. 75 m.—Destroyed by the Elk, sloop, 18, Geo. Morris, Jamaica station, October 1.
 La Napoleon, 1 g.—Diligente, brig, 14, Wm. Hall, Jamaica station, October 3.
 Guadeloupe, packet, 1 g. 42 m.—Wolverine, sloop, 18, F. A. Collier, Jamaica station, October 16.
 La Superbe, 14 g. 94 m.—Pitt, schooner, 10, Lieut. Fitton, Jamaica station, October 26.
 Felucca, name unknown, 2 g. 4 s. 26 m. } Destroyed by the Pique,
 Ditto ditto, 1 g. 20 m. } 36, C. B. H. Ross,
 Jamaica station, November 2.
 La Desirée, 1 g. 24 m.—Grenada, brig, 16, John Barker, Jamaica station, November 4.
 La Jeune Gabriella, 8 g. 75 m.—Dart, 18, Jos. Spear, in company with the Wolverine, F. N. Collier, Jamaica station, November 5.
 La Marianne, 1 g. 46 m.—Ditto, ditto, November 12.
 Reunion, 10 g.—Galatea, 32, G. Sayer, Leeward Island station, November 12.
 Vengeur, 1 g. 50 m.—Success, 32, J. Ayscough, Jamaica station, November 20.
 Le Tigre, 2 g. 26 m.—Grenada, brig, 16, Lieut. J. Barker, Leeward Island station, November 27.

Deux Freres, lugger, 4 g. 55 m.—Spitfire, sloop, 16 Lieut. Parry, Channel, December 29.

1807.

- L'Elize, cutter, 14 g. 66 m.—Plover, sloop, Philip Brown, Channel, January 1.
 Two, names unknown—Cerberus, 32, W. Selby, Leeward Island station, January 2.
 Entreprenante, 1 g. 17 m.—St. Christopher's, sloop, A. Hodge, Leeward Island station, January 2.
 La Favorite, cutter, 14 g. 70 m.—Pickle, schooner, 10, Lieut. Cal-laway, Channel, January 3.
 Le Courier, 7 g. 70 m.—Alcmene, 32, James Brisbane, Home station, January 4.
 Le Jena, 16 g.—Cruizer, sloop, 18, P. Stoddart, North Sea, Jan. 6.
 Le Trente et Quarante, 16 g. 65 m.—Ariadne, 20, A. Farquhar, Home station, January 7.
 Determinée, brig, 14 g. 108 m.—Venus, 32, H. Matson, Leeward Island station, January 16.
 Les Deux Sœurs, 16 g. 130 m.—Rattlesnake, sloop, 16, Lieut. Wm. Warden, East Indies, January 24.
 Le Brave, 16 g.—Cruizer, sloop, 18, P. Stoddart, Home station, January 26.
 L'Adolphe, 14 g. 39 m.—Norfolk, armed defence ship, W. Richan, Home station, January 26.
 Jena, 4 g. 30 m.—Princess Augusta, (H. A. C.) Lieut. J. Tracey, Home station, January 27.
 Le Chasseur, lugger, 2 g. 42 m.—Kite, sloop, 18, J. James, Home station, February 6.
 Le Bougainville, brig, 16 g. 93 m.—Scorpion, sloop, 18, P. Cartet, Home station, February 16.
 La Charlotte, ship, 14 g. 118 m.—Diana, 38, T. J. Maling, Home station, February 18.
 Le Chasseur, cutter, 2 g. 36 m.—Ariadne, 20, A. Farquhar, Home station, February 19.
 Le Ragoten, schooner, 8 g. 29 m.—Carrier, cutter, 10, L. R. Ramsey, Home station, February 20.
 L'Etoile, 6 g. 54 m.—Venus, 32, H. Matson, Jamaica station, February 20.
 L'Austerlitz, brig, 18 g. 125 m.—Circe, 32, H. Pigot, Leeward Island station, April 5.
 Austerlitz, brig, 14 g. 96 m.—Emerald, 38, F. Z. Maitland, Home station, April 14.
 Fou Fou, 1 g. 43 m.—Pitt, sch. Lieut. M. Fitton, Jam. stat. April 20.
 L'Oiseau, sch. letter of marque, 4 g.—Sybille, 38, R. Winthorp, at sea, May 3.
 Alert, brig, 14 g. 85 m.—Pallas, 32, G. Miller, at sea, May 8.
 Josephine, schooner, 4 g. 45 m.—Amethyst, 36, M. Seymour, Home station, May 15.
 La Bueno Union, 1 g. 30 m.—Adamant, 50, J. Stiles, Jamaica station, June 17.
 L'Esperance, 18 m.—Hunter, sloop, 18, S. F. Inglefield, Jamaica station, July 23.
 Le Rhone, 6 g. 26 m.—Laura, cutter, 16 Leeward Islands, August 4.

- La Dame Villaret, 5 g. 69 m.—Blonde, 38, V. V. Ballard, Leeward Islands, August 15.
 L'Hortense, schooner, 8 g. 90 m.—Blonde, 38, V. V. Ballard, Leeward Islands, August 16.
 L'Incomparable, 2 g. 27 m.—Plantagenet, 74, Wm. Bradley, Home station, August 29.
 L'Hirondelle, 8 g. 84 m.—Blonde, 38, V. V. Ballard, Leeward Islands, September 14.
 Duquesne, brig, 21 g. 120 m.—Blonde, 38, V. V. Ballard, Leeward Islands, September 23.
 Jesus Maria Josef, 14 g. 120 m.—Virginie, 38, E. Brace, Home station, September 27.
 Jeune Richard, 7 g. 92 m.—Windsor Castle packet, W. Rogers, acting captain, Leeward Islands, October 1.
 La Victoire, schooner 8 s. 28 m.—Boreas, 22, R. Scott, Home station, October 2.
 Alert, ship, 20 g. 140 m.—Blonde, 38, V. V. Ballard, Leeward Islands, October 14.
 La Jopo L'Œil, 7 g. 95 m.—Superieure, brig, 16, ——— Buller, Leeward Islands, October 17.
 Le Requin, lugger, 14 g. 48 m.—Thalia, 36, T. Manby, Home station, October 29.
 La Bohemienne, 2 g. 44 m.—Plover, sloop, 18, Phil. Browne, Home station, October 30.
 La Renard, lugger, 14 g. 39 m.—Skylark, sch. 10, H. E. P. Stuart, November 8.
 Caesar, 4 g.—Herald, sloop, 18, G. M. Hony, Mediterranean station, November 11.
 La Decidé, lugger, 16 g. 51 m.—L'Aimable, 32, Lord Geo. Stuart, Home station, November 11.
 La Ratifia, lugger, 14 g. 38 m.—Oberon, sloop, 16, G. M. Sutton, Home station, November 13.
 L'Atif, 2 g. 32 m.—Carrier, cutter, 10, Lieut. Wm. Milne, acting, Home station, November 14.
 Friedland, schooner, 2 g. 41 m.—Swallow, 18, A. Milner, Home station, November 15.
 L'Amiral Dacres, 14 g. 76 m.—Surinam, sloop, 18, John Lake, Home station, November 17.
 Le Magicien, lugger, 2 g. 44 m.—Fortunée, 38, S. Vansittart, Home station, November 20.
 La Glaneuse, ketch, 16 g. 80 m.—Scorpion, sloop, 18, F. Stanfell, Home station, November 21.
 La Glancur, ketch, 10 g. 60 m.—Scorpion, sloop, 18, F. Stanfell, Home station, December 3.
 L'Adolphe, 18 g. 70 m.—Leda, 38, Robert Honeyman, Home station, December 4.
 L'Adele, brig, 10 g. 143 m.—Russel, 74, T. G. Caulfield, East Indies, December 5.
 Friedland, lugger, 18 g. 42 m.—Alacrity, sloop, 16, Nisbet Palmer, Home station, December 14.
 Providence lugger, 14 g. 52 m.—Astrea, 32, E. Heywood, Dec. 14.
 Experiment, schooner, 2 g. 40 m.—Rein Deer, sloop, 16, P. J. Douglas, Jamaica station, December 21.
 La Sybille, 1 g. 43 m.—Seine, 36, D. Atkins, Home stat. Dec. 26.
 L'Aigle, lugger, 14 g. 66 m.—Resistance, 38, Charles Adam, Home station, December 27.

La Reciprocité, 14 g. 45 m.—Lion, 64, Robert Rolles, Home station, December 27.

La Nouvelle Entreprise, schooner, 5 g. 55 m.—Nimrod, sloop, Jos. Spear, Leeward Island station, December 27.

1808.

L'Egle, 16 g. 56 m.—Royal George, revenue brig, Mr. Curry, Home station, January 8.

L'Entreprenante, 16 g. 58 m.—Pandora, sloop, 18, Hon. H. Spence, Home station, January 13.

Le Courier, 18 g. 60 m.—Linnet, cutter, 14, Lieut. Tracy, Home station, January 16.

Marsouin, 14 g. 60 m.—Iris, 32, J. Tower, Home station, Jan 24.

Grand Argus, lugger, 4 g. 41 m.—Sibylle, 38, C. Upton, Home station, January 25.

Lyonnaise, schooner, 5 g. 85 m.— } Rein Deer, sloop, 16, P. J.
Name unknown, 3 g. 50 m. } Douglas, Jamaica station,
January 25 and 28.

Le Furet, lugger, 16 g. 47 m.—Port Mahon, sloop, 18, S. Chambers, Home station, February 8.

Le Renard, 1 g. 47 m.—Meleager, 36, J. Broughton, Jamaica station, February 8.

La Dorade, 3 g. 72 m.—Decouverte, Lieut. Campbell, Jamaica station, February 9.

Harlequin, 2 g. 54 m.—Elk, brig, 18, Jer. Coghlan, Jamaica station, February 12.

Malvina, brig, 14 g. 60 m.—Guerrier, 40, A. Skeene, February 15.

La Revois, lugger, 16 g. 48 m.—Hardy, gun-brig, 14, Lieut. Perdreau, Home station, February 19.

Le Hazard, lugger, 4 g. 50 m.—Franchise, 36, C. Dashwood, Home station, February 23.

L'Amiral Gantheaume, lugger, 4 g. 28 m.—Racehorse, sloop, 18, W. Fisher, Home station, March 2.

Dunkerquois, 4 g. 45 m.—Princess Augusta, hired cutter, Lieut.

M'Culloch, Home station, March 5.

L'Aventure, schooner, 3 g. 52 m.—Tweed, sloop, 18, T. E. Symonds, Jamaica station, March 16.

Rennair, brig, 12 g. 95 m.—Dryad, 36, A. Drummond, March 22.

L'Actif, lugger, 14 g.—Medusa, 32, Hon. D. P. Bouverie, Home station, April 4.

Jean Jacques, 6 g.—Mosambique, 14, Lieut. J. Jackson, Leeward Islands, April 21.

Passe Partout, dogger, 16 g. 68 m.—Royal George yacht, Commander John T. Curry, Home station, May 1.

Le Grand Napoleon, settee, 4 g. 38 m.—Pylades, sloop, 18, G. M. Bligh, Mediterranean station, May 3.

Tropard, 5 g. 62 m.—Pheasant, sloop, 18, J. Palmer, May 8.

Deux Freres, 2 g. 29 m.—Active, revenue cutter, Commander John Kinsman, Home station, May 17.

L'Union, 8 g. 80 m.—Culloden, 74, Rear-Adm. Sir E. Pellew, East Indies, June 10.

L'Eté, 22 g.—Cracker, gun-brig, 14, Lieut. John Leach, Home station, June 17.

La Jeune Estelle, 4 g. 25 m.—Indian, sloop, 18, C. J. Austen, West Indies, June 19.

Le Hercule, ship, 12 g. 57 m.—Kingfisher, sloop, 18, W. Hepenstall, Mediterranean station, June 27.
 Jalouse, schooner, 4 g. 75 m.—Bellette, 14, George Sanders, Leeward Islands, July 2.
 Peraty, cutter, 12 g. 90 m.—Guerriere, 40, Alexander Skene, Jamaica station, July 17.
 La Diane, ship, letter of marque, 14 g. 63 m.—Indefatigable, 40, J. T. Rodd, off the Gironde, July 31.
 Confiance, schooner, 7 g. 70 m.—Belette, brig, 18, G. Sanders, at sea, August 23.
 Foudroyant, lugger, 10 g. 15 m.—Linnet, cutter, 14, Lieut. Tracey, Home station, August 30.
 Le Petit Decide, 22 m.—Julia, sloop, 18, J. E. Watt, Leeward Island station, August 30.
 Josephina, 8 g. 50 m.—Minerva, 32, R. Hawkins, coast of Spain, September 23.
 Dorade, 1 g. 20 m.—Dispatch, slp. 18, J. Lillicrap, Jam. sta. Oct. 2.
 Hazard, 14 g. 49 m.—Beagle, 18, F. Newcombe, Channel, Oct. 2.
 Jena, cutter, 10 g. 21 m.—Exertion, gun-brig, 12, Lieut. Rob. Forbes, Home station, October 20.
 Point du Jour, lugger, 3 g. 30 m.—Brilliant, 23, Thomas Smyth, Home station, October 20.
 Becune, schooner, 3 g. 33 m.—Ferret, R. Walls, Halifax station, October 26.
 Guerrier, schooner, 5 g. 104 m. . . . } Franchise, 36, C. Dashwood;
 Exchange, schooner, 5 g. 110 m. — } Aurora, 23; Dædalus, 32;
 and Pert, sloop, 18, November 11.
 General Paris, lugger, 3 g. 38 m.—Port Mahon, sloop, 18, Samuel Chambers, Home station, November 18.
 La Princesse Pauline, xebec, 3 g. 90 m.—Pilot, sloop, W. Walpole.
 L'Egayant, 14 g. 31 m.—Kangaroo, 18, J. Baker, H. sta. Nov. 20.
 Admiral Villaret, ship, 8 g. 32 m.—Goree, sloop, 18, J. Spear, November 24.
 Gen. Ernouf, 16 g. 58 m.—Arethusa, 33, R. Mends, H. sta. Nov. 26.
 Revanche, brig, 6 g. 44 m.—Belette, brig, 18, G. Sanders, Dec. 5.
 Fanny, 16 g. 30 m.— } Naid, 38, T. Dundas; Narcissus, 32, C. Superb, 4 g. 20 m. . . } Malcolm, in company, Home sta. Dec. 16.

1809.

Clarisse, lugger, 3 g. 48 m.—Indefatigable, 40, J. T. Rodd, Channel, January 14.
 L'Iphigenie, 6 g. 26 m.—Franchise, 36, C. Dashwood, January 16.
 L'Amiral Martin, ketch, 4 g. 104 m.—Plover, sloop, 18, P. Browne, at sea, January 22.
 Le Vengeur, 16 g. 48 m.—Beagle, brig, 18, F. Newcombe, Jan. 24.
 Pommereuil, cutter, 14 g. 60 m.—Shannon, 38, P. B. V. Broke, Channel, January 27.
 San Josephe, 14 g. 96 m.—Undaunted, 38, T. J. Maling, Channel, February 12.
 La Fortune, 14 g. 58 m.—Beagle, brig, 18, F. Newcombe, Channel, February 18.
 L'Aguste, 2 g. 24 m.—Helena, slp. 18, J. A. Worth, February 20.
 La Carravanne, 8 g.—Fox, 32, H. Hart, East Indies, March 23.
 La Princesse, lugger, 16 g. 50 m.—Royalist, sloop, 18, J. Maxwell, May 2.

La

- La Nouvelle Gironde, brig, 14 g. 58 m.—Parthian, sloop, 14, R. Harward, at sea, May 5.
- Jean Bart, lugger, 4 g. 25 m.—Nassau, 64, R. Campbell, June 6.
- Name unknown, 9 g. 4 s. 78 m.— } Destroyed by the Success, 32,
Name unknown, 1 g. 20 m. } J. Ayscough, Mediterranean
station, July 30.
- St. Anna, 2 g. 46 m.—Halcyon, brig, H. W. Pearse, Mediterranean, August 30.
- Le Jason, lug. 10 g. 44 m.—Helena, slp. 18, J. A. Worth, Sept. 1.
- L'Aurore, lugger, 16 g. 69 m.—Lively, 38, G. M'Kinley; and
Plover, 18, P. Browne, September 18.
- L'Annunciate, 2 g. 46 m.— } Volage, 22, P. L. J. Rosenhagen,
Jason, 6 g. 69 m. } Mediterran. station, Sept. 6 and 20.
- Le Temeraire, 2 g. 30 m.—Hind, 28, J. R. Lumley, Mediterranean
station, September 29.
- Incomparable, bg. 8 g. 60 m.—Emerald, 36, F. L. Maitland, Oct. 8.
- Name unknown, schooner, 1 g. 2 s. 80 m.—Destroyed by the boats
of the Hazard, sloop, 18, H. Cameron; and Pelorus, sloop, 18,
October 17.
- L'Hirondelle, sch. 16 g. 65 m.—Plover, slp. 18, P. Browne, Oct. 22.
- Rodeur, brig, 16 g. 121 m.—Seine, 36, D. Atkins, October 25.
- Le Veloce, 4 g. 83 m.—Weazle, schooner, 10, H. Prescott, Medi-
terranean station, October 27.
- Le Lezard, lugger, 57 m.—Plover, 18, P. Browne, November 6.
- Le Grand Napoleon, 18 g. 75 m.—Royalist, sloop, 18, J. Maxwell,
November 17.
- L'Etoile, lug. 14 g. 48 m.—Euryalus, 36, G. H. L. Dundas, Nov. 18.
- L'Intrepide, brig, 2 g. 125 m.—Vestal, 28, E. H. Graham, Nov. 19.
- La Comtesse Laure, cutter, 14 g. 55 m.—Surveillante, 38, Sir G.
R. Collier, at sea, December 3.
- L'Heureuse Etoile, cutter, 2 g. 15 m.—Royalist, 18, J. Maxwell,
Channel, December 6.
- Maraudeur, 14 g. 66 m.—Rinaldo, sloop, 14, Anderson, off Dun-
geness, December 7.
- Le Grand Rodeur, 16 g. 80 m.—Redpole, sloop, 16, C. Macdonald,
off Beachy Head, December 10.
- Le Beau Marseille, lugger, 14 g. 60 m.—Royalist, 18, J. Maxwell,
Channel, December 10.
- L'Aigle, 10 g. 4 s. 80 m.—Pylades, sloop, 18, Ferguson, Mediter-
ranean station, December 14.
- L'Eole, 14 g. 140 m.—Weazle, schooner, 10, H. Prescott, Medi-
terranean station, December 25.
- Le François, lugger, 14 g. 60 m.—Royalist, 18, J. Maxwell, Chan-
nel, December 31.

1810.

- L'Aventure, 14 g. 82 m.—Medusa, 32, D. P. Bouverie, Home
station, January 6.
- Le Saratu, brig, 14 g. 100 m.—Plover, 18, P. Browne, off Scilly,
January 10.
- Aimable Nelly, lugger, 16 g. 60 m.—Cherokee, 16, R. Arthur, off
Dieppe, January 10.
- Le Scipion, settee, 4 g. 69 m.—Cephalus, brig, 18, E. Harvey,
Mediterranean station, January 11.
- Le Harpalode, lug. 2 g. 54 m.—Brisk, 18, J. Coode, Chr
V

- L'Hirondelle, 14 g. 75 m.—Medusa, 32, D. P. Bouverie, Jan. 14.
 Le General Perignon, 14 g.—Amazon, W. Parker, January 21.
 L'Hervie, ship, 8 g. 57 m.—Clorinde, 36, T. Briggs, East Indies, January 28.
 Le Charles, brig, 14 g. 90 m.—Phoenix, 36, Z. Mudge; and Jalouse, at sea, January 29.
 Le Comte de Hunebourg, 14 g. 53 m.—Pheasant, J. Palmer, Feb. 3.
 Le Gascon, 16 g. 113 m.—Unicorn, 32, R. Kerr, February 3.
 Duguay Trouin, 14 g. 75 m. } Narcissus, 32, F. W. Aylmer,
 Aimable Josephine, 14 g. 105 m.— } January 19 and February 5.
 La Transet, lug. 14 g. 45 m.—Clyde, 38, J. Stewart, H. sta. Feb. 6.
 Prince Eugene, lugger, 14 g. 55 m.—Royalist, 18, J. Maxwell, Channel, February 24.
 La Modeste, lugger, 4 g. 43 m.—Raleigh, G. Sayer, February 24.
 Name unknown, schooner—Driven on shore and destroyed by the Drake, 16, E. Mounsher, near Camperdown, March 7.
 La Camille, lugger, 14 g. 58 m.—Owen Glendower, 36, W. Selby, Channel, March 10.
 Revanche, schooner, 8 g. 53 m.—Eclair, sloop, 18, C. K. Quash, Mediterranean, March 10.
 Capricieux, lug. 16 g.—Echo, 18, R. Keen, off Dieppe, March 12.
 Name unknown, schuyt, 4 g.—Quebec, 32, C. S. J. Hawtayne, March 16.
 La Levrette, schooner, 4 g. 30 m.—Arethusa, 38, R. Mends, off the Saintes, March 17.
 L'Imperatrice, lugger, 14 g. 42 m.—Quebec, 32, March 21.
 Navarrais, 16 g. 132 m.—Rhin, 36, C. Malcolm, Bay of Bis. Mar. 22.
 La Caravanne, 8 g.—Fox, 32, H. Hart, March 23.
 Belle Etoile, ship, 8 g. 56 m.—Emerald, 36, F. Maitland, Bay of Biscay, March 23.
 La Fortune, letter of marque, 10 g. 53 m.—Pomone, 38, R. Barrie, Mediterranean, March 30.
 Tilsit, 18 g. 64 m.—Drake, 16, E. Mounsher, off the Texel, Apr. 9.
 Grand Napoleon, 16 g. 124 m.—Helena, 18, J. A. Worth, April 13.
 Le General Ottawy, brig, 12 g. 50 m.—Swallow, brig, 18, J. Bedford, Mediterranean, April 19.
 L'Alcide, cutter, 4 g. 30 m.—Surly, cutter, 10, Lieut. R. Welsh; Firm and Sharpshooter, off Granville, April 20.
 La Stella di Napoleon, 2 g. 40 m.—Seahorse, J. Stewart, May 3.
 La Dorade, schooner, 10 g. 43 m.—Orestes, sloop, 16, J. R. Lapenotiere, off the Lizard, May 3.
 Jupiter, xebec, 8 g. 68 m.—Pomone, 38, Robert Barrie, May 11.
 Du Guay Trouin, schooner, 5 g. 116 m.—Unite, 40, P. Campbell, Mediterranean, May 19.
 La Fantome, brig, 20 g. 74 m.—Melampus, 36, E. Hawker, at sea, May 23.
 Name unknown, lugger, 6 g. 26 m.—Destroyed } By the boats of
 Name unknown, 12 g. 42 m. } Taken } the Desiree,
 Name unknown, schuyt, 4 g. 17 m. } Quebec, 32,
 Britomart, and Bold, gun-brig, commanded by Lieut. S. Radford, in the Vlie, May 23.
 Sans Peur, felucca, 1 g. 2 s. 39 m.—Minorca, sloop, 18, R. Wormeley, Mediterranean, June 4.
 L'Intrepide, 6 g. 47 m.—Sparrowhawk, brig, 18, J. Pringle, Mediterranean, June 19.

Name

- Name unknown, sloop, 4 g.—Boats of the Censor, 14, Lieut. Lucas, Cattegat, July 25.
 Messilina, schooner, 6 g. 38 m.—Destroyed by the Prometheus, Robinson, near Pillau, August 2.
 La Confiance, 2 g. 30 m.—Blanche, 36, R. Barton, Bay of Bengal, August 2.
 L'Atalante, brig, 2 g.—Olympia, schooner, 10, Lieut. H. Taylor, at sea, August 4.
 Beccasina, 2 g. 26 m.—Bloodhound, gun-brig, 14, Lieut. Warrant, North Sea, August 6.
 Le Phoenix, ship, 18 g. 129 m.—Aigle, 36, G. Wolfe, at sea, September 12.
 L'Alexandre, ketch, 4 g.—Venerable, 74, H. Popham, Channel, September 19.
 San Josef, schooner, 14 g. 68 m.—Rhin, 36, C. Malcolm, off the Lizard, September 29.
 Indomptable, cut. 18 g. 120 m.—Owen Glendower, 36, W. Selby, off the Lizard, October 1.
 La Comtesse de Montalivet, brig, 14 g. 57 m.—Rhin, 36, C. Malcolm, at sea, October 9.
 La Temeraire, schooner, 10 g. 6 s. 35 m.—Fawn, sloop, 18, G. A. Crofton, at sea, October 11.
 La Caroline, 1 g. 42 m.—Saracen, sloop, 18, B. S. Bluett, off Cuba, October 12.
 Sans Souci, schooner, 14 g. 55 m.—Briseis, brig, 18, G. Beutham, North Sea, October 14.
 Le Vengeur, lugger, 16 g. 78 m.—Revenge, 74, C. Paget, off Cherbourg, October 17.
 L'Hirondelle, lugger, 4 g. 30 m.—Niobe, 38, J. W. Loring, at sea, October 20.
 La Comtesse D'Hambourg, schooner, 14 g. 51 m.—Calliope, 10, J. M'Kerlie, October 25.
 Loup Garou, brig, 16 g. 100 m.—Orestes, 18, J. R. Lapenotiere, October 27.
 Edouard, brig, 14 g. 90 m.—Sybille, 38, C. Upton, coast of Ireland, October.
 Somnabule, 18 g. 56 m.—Apelles, 18, T. Oliver, October.
 Surcouf, lugger, 14 g. 56 m.—Donegal, 74, P. Malcolm, off Cape Barfleur, November 6.
 La Jeune Louise, schooner, 14 g. 35 m.—Boats of the Quebec, 32, C. Hawtayne, in the Vlie Stroom, November 8.
 Le Charles, ship, 20 g. 170 m.—Amelia, 38, F. P. Irby, at sea, November 8.
 La Venus, schooner, 14 g. 67 m.—Curaçoa, 36, J. Tower, off the Land's End, November 9.
 Milan, bg. 14 g. 80 m.—Endymion, 38, W. Bolton, at sea, Nov. 11.
 Le Barbier de Seville, 16 g. 60 m.—Phipps, sloop, 16, C. Belle, off Calais, November 16.
 Three Luggers, one of 32 m. the others of 24 m. each—Scuttled by the Plover, 18, C. Campbell, Channel, November 16.
 Diane, lugger, 4 g. 22 m.—Cracker, 14, Lieut. Jauncey, North Sea, November 20.
 General D'Orsenne, brig, 14 g. 69 m.—Lightning, 18, B. C. Doyle, North Sea, November 21.
 La Glaneuse, ketch, 14 g. 85 m.—Northumberland, 74, H. Hotham, at sea, November 22.

- Le Renard, cutter, 6 g. 24 m.—Quebec, 32, C. Hawtayne; and the Kite, 16, B. Crispin, at sea, December 2.
 Roi de Naples, lugger, 14 g. 48 m.—Royalist, 18, G. Downie, Channel, December 5.
 Le Memelouck, lugger, 16 g. 45 m.—Rosario, 18, B. Harvey, off Dungeness, December 10.
 L'Aventurier, lugger, 14 g. 50 m.—Royalist, 18, G. Downie, off Fecamp, December 18.
 Le Heros du Nord, schooner, 14 g. 44 m.—Bellona, 74, J. E. Douglas, North Sea, December 18.
 Chasseur, cutter, 16 g. 36 m.—Pandora, 18, Ferguson, North Sea, December 31.

1811.

- L'Aimable Flore, 14 g. 91 m.—Princess Charlotte, 38, G. Tobin, at sea, January 9.
 Caesar, 4 g. 59 m.—Blossom, 18, — Stewart, Home sta. Jan. 15.
 Dubourdieu, brig, 14 g. 93 m.—Pomone, 38, R. Barrie, Mediterranean station, January 18.
 La Braconnier, lugger, 10 g. 47 m.—Royalist, 18, G. Downie, off Fecamp, February 3.
 Brocanteur, letter of marque, 16 g. 52 m.—Rhin, 36, C. Malcolm.
 Le Furet, schooner, 14 g. 86 m.—Hawke, 16, H. Bourchier, off Dungeness, February 11.
 Confiance, schooner, 16 g. 62 m.—Echo, 18, A. Adderley, off the Channel, February 21.
 Vigilant, lugger, 14 g. 50 m.—Nymphen, 36, J. Hancock, March 3.
 Le Loup Marin, lugger, 16 g. 64 m.—Niobe, 38, J. W. Loring, Channel, March 4.
 Velocifere, cutter, 14 g. 57 m.—Desirée, 36, A. Farquhar, off the Texel, March 10.
 Le Cupidon, brig, 14 g. 82 m.—Amazon, 38, W. Parker, at sea, March 23.
 L'Ambuscade, lugger, 14 g. 63 m.—Persian, 18, C. Bertram, off Beachy Head, April 6.
 L'Augusto, ship, 18 g. 126 m.—Emerald, 36, F. Maitland, Channel, April 6.
 La Creole, 14 g. 115 m.—Surveillante, 36, G. R. Collier, Home station, May 1.
 Name unknown, 6 g. 45 m.—Driven on shore, and wrecked near Malaga, by the Entrepreneante, cutter, 10, P. Williams.
 Cutter, name unknown, 4 g. 30 m.—Driven on shore and burnt off Rose Head, by the Ranger, 16, G. Acklom, May 30.
 L'Entrepide, 2 g. 58 m.—Euryalus, 42, — Dundas, and Swallow off Corsica, June 7.
 Schuyt, name unknown, 6 g. 24 m.—Earnest, gun-brig, 14, Lieut. R. Templar, at sea, June 15.
 Le Heros, 6 g. 40 m.—Pheasant, 18, J. Palmer, at sea, June 17.
 Le Hazard, 25 m.—Tisiphone, 16, W. Love, off the Needles, June 22.
 Fegero, 10 g. 50 m.—Plover, sloop, 18, C. Campbell, off the Nahe of Norway, July 6.
 Le Sacripan, lugger, 5 g. 28 m.—Earnest, gun-brig, 14, Lieut. R. Templar, July 7.
 L'Adele, bg. 2 g. 35 m.—Emulous, 18, W. H. Mulcaster, July 26.

- La Belle Genoise, 2 g. 37 m.—Swallow, sloop, 18, Sibly, off Sicily, July 26.
 Le Roi de Rome, xebec, 10 g. 46 m.—Weazle, sloop, 18, J. S. Peyton, off Cyprus, August 29.
 Le Victorieux, 4 g. 43 m.—Redwing, 18, E. A. Down, off Sicily, September 16.
 Le Prospere, lug. 3 g. 39 m.—Leveret, 16, G. W. Willes, Sept. 22.
 La Mouche, lugger, 14 g. 61 m.—Sunk by the Hermes, P. Browne, September 24.
 L'Espoir, lugger, 16 g. 50 m.—Rolla, sloop, 10, S. Clark, Channel, October 6.
 Milan, lugger, 16 g. 52 m.—Naiad, 38, Carteret, Channel, Oct. 6.
 Le Vice Amiral Martin, ship, 18 g. 140 m.—Fortunée, 36, H. Vansittart; and Saldanha, — Pakenham, at sea, October 11.
 L'Hirondelle, lugger, 6 g. 36 m.— } Ranger, 16, G. Acklom, off
 Le Grand Diable, sch. 4 g. 25 m.— } Rose Head, October 17.
 Le Petit Edouard, cutter, 6 g. 40 m.—Plover, sloop, 18, C. Campbell, North Sea, October 23.
 Syrene, schooner, 6 g. 61 m.—Guadaloupe, 18, J. S. Tetley, Mediterranean, October 25.
 L'Olympia, 10 g. 78 m.—Quebec, 32, C. Hawtayne, N. S. Oct. 30.
 L'Intrepide, 18 g. 180 m.—Blew up after being taken by the Richmond, gun-brig, 14, L. Bartholomew, Mediterranean, Nov. 5.
 Requin, lugger, 16 g. 58 m.—Naiad, 38, P. Carteret, at sea, Nov. 6.
 L'Invincible, 2 g. 33 m.—Sparrowhawk, sloop, 18, J. Pringle, off Malaga, November 6.
 La Courageuse, schooner, 14 g. 70 m.—Rhin, 36, C. Malcolm, off the Eddystone, November 9.
 Le Dunkerquois, cutter, 14 g. 36 m.—Leveret, sloop, 16, G. W. Willes, North Sea, November 10.
 L'Heureuse Etoile, 4 g. 12 m.—Censor, 14, M. R. Lucas, Baltic, November 16.
 Le Comte Reginaud, 14 g.—Rover, sloop, 18, J. Finley, at sea, November 30.
 Anacreon, cutter, 37 m.—Princess of Wales, hired cutter, Lieut. Southcott, North Sea, December 11.
 Le Brave, lugger, 16 g. 60 m.—Desirée, 36, A. Farquhar, off the Vlie, December 12.
 Le Rodeur, 14 g. 60 m.—Royalist, 18, G. Downie, off Calais, December 19.
 Decide, schooner, 2 g.—Boats of the Voluntaire, 38, G. G. Waldegrave, Mediterranean station, December 26.
 Lugger, name unknown, 18 g.—Driven on shore, and wrecked by the Thracian, 18, J. Symes, December 27.

1812.

- Le Furet, lugger, 14 g. 56 m.—Royalist, 18, G. Downie, off Folkestone, January 6.
 Constance, schooner, 14 g. 68 m.—Leonidas, 38, A. J. Griffiths, and Dasher, 18, B. M. Kelly, at sea, January 17.
 La Gazelle, brig, 14 g. 91 m.—Leonidas, 38, A. J. Griffiths, at sea, February 16.
 Le Jean Bart, schooner, 7 g. 106 m.—Blossom, 18, W. Stewart, off Naples, February 23.

- Countess D'Emerican, 11 g. 119 m.—Upset in action with the Badger, sloop, 10, J. L. Manley.
- L'Aventurier, 3 g. 60 m.—Burnt by the Franchise, 36, R. Buck, Cagliari Bay, February 24.
- Grand Jean Bart, brig, 14 g. 106 m.—Semiramia, 36, C. Richardson, at sea, February 29.
- Le Cerf, lugger, 5 g. 8 s. 31 m.—Phipps, 16, T. Wells, March 11.
- Emelie, 12 g. 84 m.—Tomant, 80, J. Gore, off Ushant, March 24.
- Le Petit Jean, lugger, 16 g. 60 m.—Persian, 18, C. Bertram, Channel, March 28.
- Martinet, xebec, 2 g. 51 m.—Maidstone, 36, G. Burdett, Mediterranean, April 4.
- La Comete, 2 g. 45 m.—Salsette, 36, H. Hope, Mediterranean station, April 21.
- Name unknown, 1 g. 8 m.—Fearless, 14, Lieut. C. Basden, Mediterranean, April 21.
- Indefatigable lugger, 29 m.—Pioneer, schooner, 10, Lieut. Morris, Home station, May 9.
- L'Aigle, cutter, 14 g. 61 m.—Sybille, 38, C. Upton, at sea, May 10.
- Lugger, name unknown, 1 g. 47 m.—Fincher, gun-brig, 14, Lieut. Burgess, North Sea, May 11.
- L'Espadon, 3 g. 45 m.—Rota, 38, P. Somerville, May 22.
- Le Petit Charles, 26 m.—Linnet, cutter, 14, J. Treacy, off the Start, May 29.
- La Pauline, 3 g. 13 m.—Flamer, gun-brig, 14, Lieut. England, North Sea, June 1.
- Courageaux, lugger, 2 g. 24 m.—Sandwich, hired cutter, Lieut. Drake, off Guernsey, June 15.
- Incomparable, lugger, 14 g. 53 m.—Sank in action with the Hind revenue cutter, off the Dodman, June 18.
- La Zulma, lugger, 19 m.—Helicon, 10, H. Hopkins, off Isle of Bas, June 25.
- Le Brave, lugger, 4 g. 22 m.—Leveret, 16, G. W. Willes, North Sea, July 4.
- L'Eole, lugger, 14 g. 31 m.—Boats of the Osprey, Britomart, and Leveret, North Sea, July 16.
- Ville de Caen, lugger, 16 g. 75 m.—Sealark, schooner, 10, T. Warand, off the Start, July 21.
- Le Brave, 5 g. 112 m.—Nautilus, 18, — Dench, Mediterranean station, July 21.
- Le Intrepide, 3 g. 40 m.—Ternmagant, 20, W. Hamilton, off Malaga, July 22.
- La Victoire, 3 g. 35 m.—Bacchante, 38, W. Hoste, Mediterranean station, July 26.
- St. Esprit, 2 g.—Menelaus, 38, P. Parker, near Civita Vecchia, September 2.
- Le Formica, settee, 2 g. 25 m.—Crocus, 14, A. Adderley, Mediterranean station, September 4.
- Le Bon Genie, lugger, 16 g. 60 m.—Bermuda, 10, J. G. Bremen, Dwarf, and Pioneer, Channel, September 11.
- Ulysse, xebec, 6 g. 56 m.—Apollo, 38, — Taylor, off Corfu, September 20.
- Le Courier, lugger, 14 g. 50 m.—Saracen, 18, Harper, off Beachy Head, September 21.
- Le Petit Poucet, cutter, 4 g. 4 s. 23 m.—Briscia, 10, J. Ross, Baltic, October 9.

- Le Pilotin, lugger, 4 g. 31 m.—Hamadryad, 36, E. Chetham, and Clio, 18, —, Baltic, October 14.
 L'Amable D'Hervilly, 4 s. 25 m.—Aquilon, 32, W. Bowles, Baltic.
 Le Mercure, lugger, 16 g. 70 m.—Salsette, 36, H. Hope, off the Isle of Wight, October 14.
 Nebrophonus, 4 g. 54 m.—Furieuse, 38, W. Mounsey, Palermo Bay, November 9.
 Sans Souci, 14 g. 120 m.—Andromache, 44, — Tobin, at sea, December 15.
 La Ruse, lugger, 16 g. 65 m.—Royalist, 18, — Downie, off Hythe, December 29.

1813.

- L'Argus, brig, 4 g. 85 m.—Furieuse, W. Mounsey, January 10.
 Brestois, sch. 14 g. 124 m.—Sybille, 38, C. Upton, at sea, Feb. 5.
 Le Furet, schooner, 14 g. 98 m.—Modeste, 36, J. C. Crawford, off Scilly, February 6.
 Edoard, 8 g. 49 m.—Derwent, 18, G. M. Sutton, off the Lizard, February 7.
 La Leonilde, brig, 14 g. 83 m.—Nautilus, 18, T. Dench, off the Esquerques, February 7.
 La Fortune, 3 g. 36 m.—Alcmene, 38, E. L. Graham, off Cagliari, February 17.
 Le Ravisseur, cutter, 14 g. 51 m.—Apelles, 14, C. Robb, North Sea, February 22.
 La Diligente, lugger, 8 g. 89 m.—Cephalus, 18, E. Flin, Mediterranean station, February 22.
 L'Adelaide, 6 g. 46 m.—Gleaner, hired ketch, Lieut. W. Knight, Mediterranean station, March 27.
 L'Hirondelle, packet, } Menelaus, 38, P. Parker, Mediter-
 Nouveau Phenix, 6 g. 75 m. } raneean station, March 22 and 23.
 Miquelonaise, ship, 18 g. 130 m.—Unicorn, 32, G. B. Salt, at sea, March 30.
 La Louise, 22 m.—Viper, excise cutter, E. Morgan, off the North Foreland, April 3.
 L'Invincible, ship, 16 g. 86 m.—Mutine, sloop, 18, N. De Courcy, at sea, April 18.
 L'Olympe, 2 g. 16 m.—Constant, 14, Lieut. Stokes, off the Saintes, April 21.
 L'Imperatrice Reine, ship, 12 g. 50 m.—Hotspur, 36, J. Percy, at sea, May 13.
 L'Invincible, 16 g.—Shannon, 38, P. B. V. Broke, off Cape Ann, May 16.
 Le Columbe, xebec, 4 g. 40 m.—Nautilus, 18, T. Dench, Mediterranean station, May 24.
 Hart, brig, 6 g.—Pilot, sloop, 18, J. T. Nicholas, off the Esquerques, June 4.
 La Jeune Thetis, schooner, 10 g. 76 m.—Cephalus, 18, E. Flin, off Minorca, June 10.
 La Fortune, 2 g. 2 s. 48 m.—Castor, 32, C. Dilkes, off Catalonia, June 22.
 Le Petit Chasseur, felucca, 3 g. 45 m.—Cephalus, 18, E. Flin, off Sardinia, July 2.
 L'Ecuireil, xebec, 1 g. 41 m.—Cephalus, 18, E. Flin, off Cagliari, July 25.

- Vanteur, 7 g. 47 m.—Ganymede, 22, J. B. Purvis, off Cape Tinoso, August 18.
 L'Andacieux, 3 g. 40 m.—Imperieuse, 38, H. Duncan, off Bonifacio, August 31.
 La Melarice, schooner, 4 g. 27 m.—Briton, 38, T. Staines, off Bordeaux, September 9.
 Le Renard, schooner, 14 g.—Alphea, schooner, 8, Lieut. T. W. Jones, September 10.
 Le Neptune, lugger, 16 g. 68 m.—Thunder, bomb, 8, W. O. Pell, off the Owers, October 9.
 L'Aventure, 2 g. 28 m.—Badger, 10, G. Hole, off Minorca, Oct. 30.
 Le Lion, lugger, 16 g. 69 m.—Snap, 14, — Dashwood, off St. Valery, November 6.
 Le Subtile, lugger, 16 g. 72 m.—Sunk by the Seahorse, 38, J. A. Gordon, off Beachy Head, November 13.
 Le Speculateur, lugger, 14 g. 70 m.—Reindeer, 18, W. Manners, at sea, November 22.
 Le Genie, lugger, 16 g. 73 m.—Bellerophon, 74, R. G. Keats.
 La Revenant, schooner, 14 g. 77 m.—Helicon, 10, H. Hopkins, off the Eddystone, December 22.
 Le Jason, brig, 4 g.—Venerable, 74, P. C. Durham, at sea, Dec. 31.

1814.

- Heureux, 1 g. 25 m.—Castor, 32, C. Dilkes, off Barcelona, Jan. 25.
 Le Minuit, 1 g.—Ditto
 L'Inconnu, lugger, 15 g. 124 m.—Fylla, 22, W. Shephard, at sea, January 30.
 L'Emile, lugger, 14 g. 42 m.—Thracian, 18, J. Carter, off St. Valery en Caux, February 8.
 Le Ville de L'Orient, schooner, 14 g. 97 m.—Pyramus, 36, J. W. D. Dundas, at sea, February 14.
 La Comete, ketch, 14 g. 65 m.—Andromache, 38, G. Tobin, off Bourdeaux, March 14.

II. DUTCH PRIVATEERS, TAKEN OR DESTROYED.

1796.

- Name unknown, cutter, 12 g.—Admiral Duncan's squadron, coast of Norway, April.

1797.

- Stuiver, 10 g. 48 m.—Astrea, 32, R. Dacres, off the Scaw, June 1.
 Brutal, lugger, 6 g. 32 m.—Nautilus, sloop, 16, H. Gunter, and Fox, cutter, off Fleckery, in Norway, June 12.
 De Kleyne Spervet, 6 g. 28 m.—Nautilus, sloop, 16, H. Gunter, and others, off the Scaw, July 2.
 Le Batave, 12 g. 54 m.—Roebuck, (S. S.) A. S. Burrowes, off Barbadoes, July 6.
 Unity, schooner, 10 g. 50 m.—Proserpine, 28, W. T. Lake, near Shetland, August 3.

Goede

Goede Verwagting, sloop, 8 g. 28 m.—Swan, sloop, 14, H. Carew, North Sea, August 12.

De Braave, sch. 5 g. 8 s. 25 m.—Albatross, sloop, 18, G. Scott, twenty-eight leagues S. W. of the Naze of Norway, September 8.
D'Ondelboarlaid, schooner, 10 g. 46 m.—L'Espegle, sloop, 16, J. Boorder, off the coast of Holland, September 23.

1798.

Courier (pierced for 12), 6 g.—Scorpion, sloop, 16, J. T. Rodd, North Sea, April 26.

Seahound, lugger, 7 g. 4 s. 30 m.—Hound, sloop, 18, J. Wood, ten leagues from the Scaw, June 14.

De Esle Andeneming, schooner, 8 g. 36 m.—Charlotte, schooner, 10, Lieut. Williams, off Demerary River, July 9.

Proserpine, schooner, 2 g. 13 m.—Destroyed by La Victorieuse, 12, E. S. Dickson, in company with the Zephyr, 14, W. Champain, near Cape Three-Points, West Indies, December 2.

1799.

Flushingier, 4 g. 28 m.—Marshal de Cobourg, hired brig, Lieut. T. O'Neil, off the Texel, February 1.

Pegasus—Iris, 32, G. Brisac; and Jane, hired lugger, 14, Lieut. Tait, North Sea, September 15.

1805.

Flip, 18 m.—Swan, hired cutter, Lieut. W. R. Wallace, Jan. 26.

Antelope, 5 g. 54 m.—Stork, sloop, 18, G. Le Geyte, Jamaica station, March 23.

De Zenno, 13 m.—Charger, brig, 14, J. A. Blow, North Sea station, May 28.

Amotellan, 12 g. 60 m.—Rosamond, sloop, B. Walker, Home station, June 26.

III. SPANISH PRIVATEERS, TAKEN OR DESTROYED.

1797.

Name unknown, lugger, 1 g. 38 m.—Kingfisher, sloop, 18, E. Marsh, coast of Spain, January 23.

Name unknown, schooner, 12 g. 60 m.—Ditto, run on shore, ditto.
St. Christopher, brig, 18 g. 120 m.—Lapwing, 28, R. Barton, northward of Bermuda, February 15.

El Atrebedo, alias La Concepcion—St. Albans, 64, W. Lechmere, February 28.

Name unknown, cutter, 6 g.—Magicienne, 32, W. H. Ricketts, Jamaica station, February.

La Nativeta, letter of marque, 16 g. 60 m.—Diligence, brig, 16, R. Mends, West Indies, March 3.

Piteous Virgin Maria, brig, 10 g. 8 s. 42 m.—Viper, cutter, 12, Lieut. Pengelly, Strait of Gibraltar, March 12.

El Principe de Paz, brig, 20 g. 100 m.—Boston, 32, J. N. Morris, near Vigo, June 4.
 St. Bernardo, *alias* El Conquistador, 12 g. 75 m.—Ditto, coast of Portugal, June 16.
 San Francisco, *alias* Los Amigos, brig, 14 g. 53 m.—Santa Margarita, 36, G. Parker, Irish Coast, June 21.
 Name unknown, xebec—Hamadryad, 36, T. Elphinstone, Strait of Gibraltar, June 30.
 St. Jose y Nuestra Senora de Begoyana, 16 g. 52 m.—Pallas, 32, Hon. H. Curzon, lat. 44 deg. N. long. 15 deg. W. July 16.
 El Domini Lucas, lugger, 2 g. 12 s. 26 m.—Speedy, sloop, 14, H. Downman, twenty leagues S. W. of Oporto, August 1.
 El Derrepente, lugger, 4 s. 85 m.—Doris, 36, Lord Ranelagh, Irish station, August 26.
 Palma, schooner, 2 g. 4 s. 28 m.—Speedy, sloop, 14, H. Downman, off Ville de Conde, Lisbon station, September 13.
 San Noberta, schooner, 4 s. 42 m.—Cerberus, 32, J. Drew, Irish station, September.
 Name unknown, Spanish packet, 6 g.—Diligence, brig, 16, R. Mends; La Renommée, 44, R. Rolles; and Hermione, 32, H. Pigot, Jamaica station, September.
 Pilgrim, lugger, 3 g. 22 m.—Speedy, sloop, 14, H. Downman, Lisbon station, December 21.
 Name unknown, g.-brig lge—Destroyed near the Havannah, Dec.

1798.

La Oliva, schooner, 4 g. 12 s. 40 m.—Speedy, sloop, 14, H. Downman, Lisbon station, January 1.
 La Causualided, schooner, 6 g. 17 m.—Aurora, 28, H. Digby, westward of Cape Finisterre, January 17.
 San Josef, schooner, 6 g. 10 s. 40 m.—Thalia, 36, Lord H. Paulet, February 27.
 Victoria, brig, 14 g. 10 s.—Ditto, March 4.
 St. Jose, *alias* El Gavelan, lugger, 6 g. 44 m.—Speedy, sloop, 14, H. Downman, Lisbon station, March 15.
 Union, letter of marque, 12 g. 32 m.—Indispensible, letter of marque, thirty-five leagues S. W. of Cape Horn, March.
 L'Aimable Juana, 6 g. 46 m.—Hind, 28, T. Larcom, Halifax station, April 22.
 St. Mary, 4 g. 28 m.—Acasta, 40, R. Lane, Jamaica station, May 1.
 St. Antonia (pierced for 14 guns)—Ditto, May 12.
 Lorenzo el Diligenti—Kingfisher, 18, E. Marsh, Lisbon station
 L'Aimable Marseilles, sloop, 4 g. 40 m.—Queen, 98, Vice-Adm. Parker, Capt. Dobson, Jamaica station...
 Cincinnatus, armed schooner, 2 g. 32 m.—Acasta, 40, R. Lane, Jamaica station
 Penada, armed ship, 14 g. 40 m.—Trent, 36, R. W. Otway; and Squirrel, 24, J. Hamsted, Jamaica station
 Neptune, brig, 4 g. 23 m.—Renommée, 44, R. Rolles; and Squirrel, 24, J. Hamstead, Jamaica station
 Julie, sch. 4 g. 12 m.—Magicienne, 62, W. Ogilvy, ditto
 L'Avantivia Ferolina, lugger, 1 g. 4 s. 26 m.—Kingfisher, sloop, 18, C. H. Pierrepont, off Vigo, May 26.

Between
 June
 1798 and
 Feb. 10,
 1799.

St.

St. Josef de Victoire (pierced for 16 guns), 8 g. 50 m.—Acasta, 40, R. Lane, six leagues to windward of St. Juan, burnt July 2.
 St. Michael Acandoa, 6 g. 28 m.—Acasta, 40, R. Lane, Jamaica station, July 13.
 Name unknown, schooner, 6 g.—St. Fiorenzo, 40, Sir H. B. Neale, bart. Channel station, December.

1799.

La Prudentia, schooner, 1 g. 8 s. 34 m.—} Endymion, 44, Sir T.
 La Casualidad, 6 g. 8 s. 40 m. } Williams, on passage
 from Lisbon to England, January.
 N. S. del Pont St. Bonaventura, 8 g. 55 m.—Fairy, sloop, 16, J. S.
 Horton, Channel station, January 11.
 La Vierge de Rosario, 14 g. 90 m.—Centaur, 74, J. Markham,
 Mediterranean, February 2.
 Name unknown, 1 g. 2 s.—Lark, 16, J. W. Loring, Jamaica sta-
 tion, February.
 N. S. del Carmen, *alias* Diligente, lugger, 2 g. 21 m.—Flora, 36,
 R. G. Middleton, Lisbon station, February 27.
 Santo Christo del Gracia, armed vessel, 8 g. } Speedy, 14, J. Bren-
 Name unknown, ditto, 10 g. } ton; and Defen-
 Name unknown, ditto, 4 g. } der, privateer, of
 Gibraltar, off Cape de Gatt, Mediterranean, August 9.
 Names unknown, 2 luggers—Netley, schooner, 16, Lieut. F. G.
 Bond, Lisbon station, November 1.
 El Orel, y los Tres Amigos, schooner, 4 g. 4 s. 52 m.—Ditto, Bay
 of Biscay, November 14.
 Asturiana, letter of marque, 24 g. 180 m.—Amphion, 32, R. H. A.
 Baker, in company with the Alarm, 32, R. Rolles, Jamaica
 station, November 25.
 Felicidad, lugger, 5 g. 36 m.—Netley, schooner, 16, Lieut. F. G.
 Bond, Lisbon station, December 24.
 St. Antonio y Animas, *alias* Aurora, schooner, 6 g. 46 m.—Ditto,
 December 25.
 Sta. Levirata y Aninimas, 2 g. 38 m.—Castor, 32, E. L. Gower,
 off Oporto, December 25.

1800.

Brilliant, 8 g. 63 m.—Destroyed by the Revenge, privateer, R.
 Hosier, off the coast of Spain, January 4.
 Aquilla (pierced for 22 guns), 4 g.—Apollo, 36, P. Halkett, lat.
 43 deg. 9 min. north, long. 12 deg. west, January 11.
 N. S. del Carmen, lugger, 2 g. 44 m.—Maria, privateer, J. Doyle,
 in lat. 42 deg. 10 min. north, long. 9 deg. 15 min. west, Jan. 24.
 El Batador, brig, 14 g. 83 m.—Cormorant, 20, Hon. C. Boyle, in
 lat. 45 deg. 45 min. north, long. 10 deg. 29 min. west, Feb. 24.
 La Louise, sch. 8 g. 55 m.—Stork, 18, W. Parker, Jam. stat. March.
 Name unknown, schooner letter of marque, 16 g.—Trent, 36,
 R. W. Otway, ditto, ditto.
 St. Pedro Apostle, *alias* Escariotte, lugger, 5 g. 37 m.—Netley,
 sch. 16, Lieut. F. G. Bond, Mediterranean, March 17.
 Corunesa, ship, 16 g. 90 m.—Flora, 36, R. G. Middleton, off the
 coast of Portugal, March 20.

St.

- St. Antonio y Animas, *alias* Aurora, sch. 10 g. 55 m.—Flora, 36, R. G. Middleton, Lisbon station, April 9.
 Nuestra Senora del Carmo, 1 g. 34 m.—La Minerve, 42, G. Cockburn, coast of Spain, April.
 San Josef, lugger, 4 g. 38 m.— } Endymion, 44, Sir T. Wil-
 El Intripido, lugger, 2 g. 21 m.— } liams, on passage to the Me-
 diterranean, May.
 La Animas El Sola, *alias* Descuite, lugger—Netley, schooner, 16, Lieut. F. G. Bond, Mediterranean, May 16.
 El Severo, 10 s. 26 m.— } Anson, 44, P. C. Durham, and Con-
 Gibraltar, 4 g. 50 m.— } stance, 24, J. B. Hay, Medit. June 29.
 La Virgin del Carmen, xebec, 2 g. 8 s. 31 m.—Jolly-boat of the
 Thalia, 36, J. Nisbet, commanded by Lieut. G. D. Porter, Me-
 diterranean, July 29.
 Name unknown, felucca, 1 g. 35 m.—Melampus, 36, G. Moore, Jamaica station, between May and August.
 Confiance, felucca, 3 g. 55 m.—Alarm, 32, R. Rolles, West Indies.
 N. S. del Carmen la Confianza, 2 g. 26 m.—Netley, schooner, 16, Lieut. F. G. Bond, coast of Portugal, September 28.
 Atalante, cutter, 10 g. 56 m.—Hawke, privateer, T. Alti, coast of Portugal, October 21.
 San Miguel, *alias* Alerta, sch. 9 g. 65 m.—Netley, sch. 16, Lieut. F. G. Bond, coast of Portugal, November 7.
 St. Jago, schooner, 10 g. 60 m.—Brilliant, 28, Hon. C. Paget, Channel station, November 18.
 St. Antonio y Animas la Fortuna, lug. 6 g. 34 m.— } Netley, sch.
 St. Pedro y Francisco, sch. 3 g. 39 m.— } 16, Lieut.
 F. G. Bond, Lisbon station, November 23.
 San Josef, *alias* Larcon, 6 g. 40 m.—Concorde, 36, R. Barton, off Oporto, December.
 St. Miguel el Volante, lugger, 2 g. 29 m.—Ditto, ditto, Dec. 1.
 Vives, settee, 10 g. 30 m.—Bonne Citoyenne, 20, R. Jackson, Me-
 diterranean, December 31.

1801.

- Santa Victoria, lugger, 6 g. 26 m.—Netley, schooner, 16, Lieut. J. Mein, Lisbon station, January 31.
 St. Francisco la Paula, lug. 2 g. 4 s. 31 m.—Ditto, ditto, Feb. 5.
 St. Josef, *alias* El Belos, sch. (pierced for 14 guns) 4 g. 6 s. 44 m.—Ditto, ditto, February 11.
 Nostra Signora del Carmen, sch. 6 g. 65 m.—Destroyed by the Amethyst, 36, J. Cooke, coast of France, March 16.
 Venture, lugger, 2 g. 27 m.—Constance, 24, Z. Mudge, off Vigo, June 7.
 El Golondrina, felucca, 2 g. 33 m.—Pasley, hired brig, 16, Lieut. W. Wooldridge, off Cape St. Vincent, June 29.
 El Atamaria, sch. (pierced for 14 guns) 7 g. 55 m.—Ditto, off Cape Tresforas, June 29.
 El Cantara, brig, with a lugger of 12 guns, 22 g. 110 m.—Constance, 24, Z. Mudge, in company with the Stork, 18, W. Parker, near Cape Ortegal, July 27.
 Il Teresa, sh. 18 g. 120 m.—Guachapin, brig, S. Butcher, after an action of an hour and a half, between Martinique and St. Lucia, August 18; the Heureux, 24, in sight.

Baptista,

Baptista, 8 g.—Milbrook, schooner, 18, Lieut. M. N. Starck, coast of Spain, September 15.

1805.

Carmerara, schooner, 16 g.—Lark, sloop, 18, Frederick Langford, Bay of Senegal, February 8.

Orquijo, corvette, 18 g. 82 m.—Pique, 36, C. B. H. Ross, off the Havana, February 8.

La Fama, sch. 4 g. 62 m.—Circe, 32, Jonas Rose, off Oporto, March 1.

El Intrépido Corune, 14 g. 66 m.—Immortalité, 36, E. W. C. R. Owen, at sea, March 7.

Santa Rosalia Galundrina, 57 m.—Rein Deer, 16, J. Fyffe, Jamaica station, March 7.

Felicity, 20 g. 170 m.—Kitty, Thomas Musgrave, Chan. March 10. Conception, felucca, 1 g. 25 m.—Papillon, 16, Wm. Woolsey, Savannah la Mar, April 15.

Santa Rosa, sch. 3 g. 57 m.—Hunter, 18, S. H. Inglefield.

Napoleon, 20 g. 106 m.—Topaze, 36, W. T. Lake, at sea, May 7.

La Traveia, lugger, 3 g. 40 m.—Milbrook, schooner, 14, John C. Carpenter, Bayonna Islands, May 9.

Damas, 4 g. 57 m.—Kingfisher, sloop, 18, W. R. Cribb, off Cape St. Juan, May 11.

Santa Anna, sch. 5 g. 106 m.—Peterell, 18, J. Lamborn, off Cuba, May 13.

Le Felix, schooner, 6 g. 42 m.—Bacchante, 20, C. Dashwood, off the Havana, May 14.

Justicia, sch. 4 g. 95 m.—Cyane, 18, G. Cadogan, May 16.

El Fenix, bg. 14 g. 85 m.—Topaze, 36, W. T. Lake, at sea, May 20.

San Felix el Socoro, felucca, 1 g. 40 m.—Racoon, 18, E. Crofton, off Jamaica, May 26.

Conception, felucca, 2 g. 10 m.—Seine, 36, D. Atkins, off Porto Rico, May 27.

Esperanza, 7 g. 4 s. 50 m.—Loire, 40, Fred. Maitland, off Cape Finisterre, June 2.

Santa Leocadia, 14 g. 114 m.—Helena, 18, Woodley Losack, at sea, June 5.

Maria, sch. 14 g. 60 m.—Cambrian, 38, J. P. Beresford, at sea, June 13.

Hydra, sh. 28 g. 192 m.—Melampus, 36, S. Pointz, at sea, July 13.

El Santa Maria Magdalena, felucca, 1 g.—Superieure, sch. 12, W. C. Fromow, West Indies, July 24.

Principe de la Paz, corvette, 24 g. 4 s.—Amazon, 38, W. Parker, off Ushant, September 17.

Mestuo la Solidad, 6 g.—Eurydice, 24, W. Hoste, October 6.

La Precieuse, cutter, 3 g. 27 m.—Wolf, 18, G. C. Mackenzie, Jamaica station, October 19.

St. Pedro, corv. 16 g. 150 m.—Iris, 32, T. Lavie, at sea, Oct. 31.

Amphion, ketch, 12 g. 70 m.—Latona, 38, T. L. M. Gosselin, at sea, October 22.

Golondrina, lugger, 4 g. 29 m.—Pomane, 38, W. G. Lobb, coast of Spain, November 5.

Les dos Azares, schooner, 2 g. 36 m.—Bacchante, 20, R. Macdonnell, Jamaica station, November 18.

Brilliano, lugger, 5 g. 55 m.—Curieux, 18, J. Johnstone, off Portugal, November 25.

1806.

Amelia, letter of marque, 8 s. 40 m.—Heureux, 24, G. Younghusband, off Trinidad, January 14.
 El Bengador, 1 g. 28 m.—Pomone, 33, W. G. Lobb, off Lisbon, January 25.
 Baldidore, 6 g. 47 m.—Curieux, sloop, 16, J. Johnstone, off Lisbon, February 5.
 Santo Christo del Paldo, 14 g. 67 m.—Thunderer, 74, John Stockam, off Cadiz, March 12.
 Santa Clara, sch. 1 g. 28 m.—Pique, 36, C. B. H. Ross, Jamaica station, March 17.
 Vengador, schooner, 14 g. 82 m.—Virginie, C. Brace, Cork station, April 9.
 Princess of Peace, 14 g. 23 m.—Loire, 40, F. L. Maitland, at sea, April 22.
 La Cubana, row-boat, 1 s. 14 m.—Elk, sloop, 18, W. F. Wise, Jamaica station, May 5.
 Nostra Senora de los Dolores, or La Reparadora, ship, 30 g. 315 m.—Adamant, 50, J. Stiles, off the Cape of Good Hope, May 6.
 La Aimable Theresa, 2 g. 18 m.—Cerberus, 32, W. Selby, Jamaica station, May 15.
 L'Aimable Jenette, 2 g. 20 m.—Morne Fortunée, brig, 10, Lieut. J. Rorie, Jamaica station, June 3.
 St. Joseph, 7 g. 30 m.—Port Mahon, 18, Sam. Chambers, Jamaica station, June 25.
 La Buena Dicha, 1 g. 26 m.—Minerva, 32, G. R. Collier, Mediterranean station, July 9.
 Five vessels, names unknown, 4 g.—Stork, sloop, 16, Geo. Le Geyt; Superieure, E. Rushworth; Flying Fish, and Pike, sch. Jamaica station, September 2.
 St. John, 3 g. 32 m.—Superieure, sloop, 16, E. Rushworth, Jamaica station, September 4.
 San Joseph y Animas, 1 g. 13 m.—Hunter, sloop, 18, S. H. Inglefield, Jamaica station, September 21.
 Name unknown, 3 g.—Galatea, 16 g. G. Sayer, Leeward Islands, October 18.
 San Antonio, 1 g. 30 m. . . . } Bacchante, 20, J. R. Dacres, jun.
 Descado, 1 g. 30 m. } Jamaica station, October 29.
 Brig, name unknown, 4 g. . }
 Schooner, name unknown, 10 g.—Pike, schooner, 4, Lieut. Macdonald, Jamaica station, October 30.
 Susannah, 4 g. 20 m.—Orpheus, 32, Thomas Briggs, November 12.
 Il Brillante, lugger, 4 g. 50 m.—Nereide, 36, R. Corbet, at sea, November 25.
 Raposa, 12 g. 90 m.—Franchise, 36, Charles Dashwood.
 El Espedarte, 6 g. 41 m.—Flora, 36, L. O. Bland, Mediterranean station, November 25.
 Neptuno dios de los Mares, 14 g. 72 m.—Halcyon, sloop, 16, H. W. Pearse, Mediterranean station, December 13.
 Nostra Senora del Carmen, 2 g. 35 m.—Minorca, sloop, 18, G. G. Waldegrave, Mediterranean station, December 23.

El Carmen, 2 g. 18 m.—Magicienne, 32, A. M'Kenzie.
 St. Christi Vel Pana, 3 g. 40 m.—Serpent, 16, J. Waller, Jamaica station.
 Cécila, 4 g. 20 m.—Elk, 18, Geo. Morris.
 El Carmen, 1 g. 34 m.—Franchise, 36, Charles Dashwood.
 Le Sebastian, 1 g. 30 m.—Bacchante, 20, James R. Dacres.
 Desiade, 1 g. 30 m.—Ditto, ditto.
 Marseillois, 3 g. 55 m.—Penguin, 18, Geo. Morris.
 Schooner, name unknown, 16 g. 50 m.—Serpent, 16, John Waller.
 St. Johns, 3 g. 32 m.—Fisgard, 38, Wm. Bolton.
 Le Napoleon, 1 g. 14 m.—Diligente, 16, W. S. Hall.
 Three, names unknown, 3 g.—Stork, 18, Le Geyt; Supérieure, 16, Edward Rushworth; Flying Fish, 12, Lieut. Price; and Pike, 4, Lieut. Otley.

1807.

Isabella, 3 g. 64 m.—Hunter, sloop, 18, S. H. Inglefield, Jamaica station, January 25.
 Admiral of Tariffa, 20 g. 90 m.—Scout, sloop, 18, Wm. Raitt, Spanish coast, March 27.
 Galliard, 4 g. 36 m.—Richmond, g.-bg, 14, Lieut. S. S. Hemings, Spanish coast, April 19.
 La Determinando, 3 g. 29 m.—Scout, 18, W. Raitt, Mediterranean station, May 20.
 Mercede, 2 g. 2 s. 30 m.—Port d'Espagne, sloop, 16, Lieut. Stewart, Leeward Islands, June 6.
 Row-boat, 10 m.—Eclair, schooner, 12, Lieut. Evelyn, Leeward Islands, June 9.
 De Bon Vassallio, 3 g. 42 m.—Scout, 18, W. Raitt; and Redwing, sloop, 18, F. Usher, Mediterranean station, June 13.
 Victoria, 2 g. 25 m.—Dexterous, g.-bg, 14, Lieut. R. Tomlinson, Mediterranean station, June 23.
 Babillon, 2 g. 45 m.—Morne Fortunée, brig, 12, J. T. Rorie, Jamaica station, July 8.
 El Verga del Rosaria, settee, 2 g. 20 m.—Bittern, 18, E. A. Down, Mediterranean station, August 2.
 El Reitrada, 3 g. 30 m.—Confiance, sloop, 16, J. L. Yeo, coast of Spain, August 18.
 La Maria, 1 g. 74 m.—D'Espagne, J. P. Stewart, Leeward Islands, August 18.
 El Rosario, 1 g. 34 m.—D'Espagne, J. P. Stewart, Leeward Islands, September 12.
 Amor de la Patria, 3 g. 63 m.—Bacchante, 20, S. W. Inglefield, Jamaica station, September 13.
 Jesus Maria Josef, lugger, 14 g. 120 m.—Virginia, 38, E. Brace, at sea, September 28.
 Neustra Señora del Carmen, 2 g. 63 m.—Attentive, g.-bg, 16, Lieut. Carr, Leeward Islands, October 17.
 Posta de Caraccas, schooner, 1 g.—Elk, 18, J. Coghlan, Jamaica station, November 7.
 Estrella del Noste, 2 g. 35 m.—Solebay, 32, A. Sproule, Leeward Islands, November 25.
 Quixote, 3 g. 99 m.—Savage, b.-bg, 12 ——— Maurice, Jamaica station, December 13.
 Juliana,

Juliana, 5 g. 83 m.—Gracieuse, sch. 10, W. Smith; and Gypsey, 10, Lieut. Boyd, the two tenders to Adm. R. Dacres's flag, Jamaica station, December 27.

1808.

Antelope, 5 g. 62 m.—Meleager, 36, J. Broughton, Jamaica station, February 19.
 Santissima Trinidad, 4 g. 20 m.—Tweed, sloop, 18, T. E. Symonds, Jamaica station, February 29.
 Santo Christo, 1 g. 15 m.—Morne Fortunée, 12, T. J. Rorie, Jamaica station, March 10.
 La Braganza, 1 g. 54 m.—Wolf, sloop, Lieut. Edmund Waller, Jamaica station, May 1.
 Le Grand Napoleon, 4 g. 38 m.—Pylades, sloop, 18, G. M. Bligh, Mediterranean station, May 2.

IV. DANISH PRIVATEERS, TAKEN OR DESTROYED.

1808.

Forden Shieold, 10 g. 62 m.—Ringdove, sloop, 18, Lieut. Geo. Peak, Home station, March 30.
 Kratbesminde, 8 g. 31 m.—Salsette, 38, W. Bathurst, Home station, April 30.
 Cutter, 8 g.—Swan, hired armed cutter, Lieut. M. R. Lucas, off Bornholm, May 24.
 Aristides, 6 g. 41 m.—Royalist, sloop, 18, J. Maxwell, off Gottenburg, July 16.
 Christiana, 14 g. 60 m.—Cygnet, slp. 18, Ed. Dix, Home station, July 27.
 Name unknown, 6 g. 11 m.—Clio, sloop, 18, T. F. Baugh, Home station, September 21.
 Don Flinkke, 4 g. 24 m.—Basilisk, gun-vessel, 14, Sub-Lieut. Charles Balfour, Home station, September 30.
 Høvnese, 4 g. 21 m.—Ariadne, 20, Ar. Farquhar, Home station, October 4.
 Giengielderen, 4 g. 25 m.—Cygnet, sloop, 18, Ed. Dix, Home station, October 4.
 Frernskernsten, 4 g. 2 s. 21 m.—Childers, 16, Jos. Packwood, Home station, October 19.
 Naargske Gutten, 7 g. 36 m.—Tartar, 32, J. Baker, Home station, November 3.
 Næsois, 10 g. 36 m.—Egeria, sloop, 18, L. Hole, Home station, December 21.

V. AMERICAN PRIVATEERS, TAKEN OR DESTROYED.

1812.

- Active, schooner, 2 g. 20 m.—Spartan, 38, E. P. Brenton, off Cape Sable, July 16.
- Fair Trader, schooner, 1 g. 20 m.—Indian, 18, H. Jane; and Plumper, 12, J. Bray, in the Bay of Fundy, July 16.
- Argus, schooner, 1 g. 23 m.—Plumper, 12, J. Bray, Bay of Fundy, July 17.
- Friendship, schooner, 1 g. 8 m.—Ditto, ditto, July 18.
- Actress, sloop, 4 g. 53 m.—Spartan, 38, E. P. Brenton, off Cape St. Mary, July 18.
- Intention, sch. 1 g. 3 s. 29 m.—Ditto, ditto, off Anapolis, July 19.
- Gleaner, sloop, 6 g. 40 m.—Colibri, 18, J. Thompson, off Cape Sable, July 23.
- Curlew, brig, 16 g. 172 m.—Acasta, 40, E. R. Kerr, off Cape Sable, July 24.
- Catharine, ship, 14 g. 88 m.—Colibri, 18, J. Thompson, off Cape Sable, July 26.
- Gossamer, brig, 14 g. 100 m.—Emulous, 18, W. H. Mulcaster, off Cape Sable, July 30.
- Morning Star, sch. 1 g. 4 s. 50 m.—} Boats of the Maidstone, 36,
 Polly, sch. 1 g. 4 s. 50 m. } G. Burdett; and Spartan,
 38, E. P. Brenton, Bay of Fundy, August 1.
- Commodore Barry, cutter, 6 g.—} Maidstone, 36, G. Burdett; and
 Madison, schooner, 2 g. } Spartan, 38, E. P. Brenton,
 Olive, schooner, 2 g. } Bay of Fundy: the chief part
 Spence, schooner, 2 g. } of the crews escaped, Aug. 3.
- Pythagoras, schooner, 3 g. 35 m.—Bream, 4, ——— Timpson, off Shelburne, August 9.
- Polly, schooner, 4 g. 35 m.—Colibri, 18, J. Thompson, Bay of Fundy, August 11.
- Buckskin, schooner, 1 g. 3 s. 32 m.—Statira, 38, H. Stackpole; and Colibri, 18, J. Thompson, off Cape Sable, August 11.
- Dolphin, schooner, 1 g. 1 s. 28 m.—Earl Moira, tender to the Guerriere, 38, J. R. Daeres, off Shelburne, August 12.
- Regulator, schooner, 1 g. 40 m.—Colibri, 18, J. Thompson, off Cape Sable, August 12.
- Dolphin, schooner, 2 g. 48 m.—Maidstone and Colibri, off Cape Sable, August 13.
- Lewis, schooner, 6 g. 30 m.—Hope, tender to the Africa, 64, J. Bustard, off Halifax, August 14.
- Bunker's Hill, schooner, 7 g. 72 m.—Belvidera, 36, R. Byron, at sea, August 21.
- Providence, schooner, 4 g. 60 m.—Dominica, 10, R. Hockings, at sea, September 11.
- Baltimore, schooner, 8 g. 48 m.—Squadron under command of Lord Keith, October 7.
- Rapid, brig, 16 g. 84 m.—Maidstone, 36, G. Burdett; and Spartan, 38, E. P. Brenton, on St. George's Bank, October 17.
- Yanktee sch. 7 g. 44 m.—Peruvian, 18, A. F. Westropp, Oct. 24.
- Thorn, brig, 18 g. 140 m.—Shannon, 38, P. B. V. Broke, Oct.
- Wasp, ship—Poitiers, 74, J. P. Beresford, November 3.

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Snapper, schooner, 10 g. 90 m.—Acasta, 48, A. R. Kerr; Maidstone, 36, G. Burdett; *Æolus*, 32, J. Townsend; and Childers, 18, J. Bedford, November 3.
 Independence, schooner, 4 g. 23 m.—Squadron under command of Lord Keith, November 9.
 Joseph and Mary, 4 g. 73 m.—Narcissus, 32, J. R. Lumley, November 25.
 Hunter, brig, 14 g. 73 m.—Phœbe, 36, J. Hillyar, December 23.
 Herald, brig, 10 g. 50 m.—Acasta, 48, A. R. Kerr, at sea, Dec. 25.
 Sword Fish, schooner, 12 g. 32 m.—Elephant, 74, C. J. Austen; and *Hermes*, 20, P. Browne, December 28.
 Blockade, schooner, 10 g. 60 m.—Charybdis, 18, J. Clepham, near Saba, December 31.
 Pioneer, schooner, 17 g. 170 m.—Destroyed by the *Sophie*, 18, N. Lockyer, Chesapeake, December 31.

1813.

Dolphin, 12 g. 56 m.—Colossus, 74, T. Alexander, at sea, Jan. 5.
 High Flyer, sch. 5 g. 72 m.—Poictiers, 74, J. P. Beresford, Jan. 9.
 Decatur, brig, 12 g. 32 m.—Surprise, 38, T. J. Cochrane, Jan. 16.
 Teazer, sch. 2 g. 51 m.—San Domingo, 74, C. Gill, January 17.
 Revenge, 1 g. 40 m.—Paz, 10, P. Dumaresq.
 Thrasher, sch. 14 g. 80 m.—Magicienne, 36, W. Gordon, Jan. 18.
 Cashier, sch. 6 g. 40 m.—Iris, 36, H. H. Christian, at sea, Feb. 2.
 John, ship, 16 g. 100 m.—Peruvian, 18, G. Kippen, February 6.
 Star, brig, 6 g. 35 m.—Superb, 74, — Paget, at sea, February 9.
 Union, ship, 12 g. 53 m.—Iris, 36, H. H. Christian, at sea.
 Lottery, sch. 6 g. 28 m.—Maidstone, 36, G. Burdett, February 9.
 Cora, letter of marque, 8 g. 40 m.—Maidstone, 36, G. Burdett, February 14.
 William Bayard, schooner, 4 g. 30 m.—Warspite, 74, H. Blackwood; and Pheasant, 18, J. Palmer, March 12.
 Cannonier, ship, 8 g. 28 m.—Warspite, 74, H. Blackwood, March 14.
 Pennsylvania—Paz, 10, P. Dumaresq, March 17.
 Revenge, bg. 12 g. 89 m.—Narcissus, 32, J. R. Lumley, Mar. 30.
 Rambler, brig, 12 g. 80 m.—Thais, 20, E. Scobell, coast of Africa, March 31.
 Price, schooner, letter of marque, 6 g. 30 m.—Iris, 36, H. H. Christian, April 13.
 Hebe, letter of marque (formerly his Majesty's schooner *Laura*), 2 g. 15 m.—Unicorn, 32, G. B. Salt, at sea, April.
 Zebra, schooner, letter of marque, 10 g. 38 m.—Pyramus, 36, J. W. D. Dundas; and Belle Poule, 33, G. Harris, April 20.
 Tom, schooner, letter of marque, 6 g. 36 m.—Surveillante, 33, G. R. Collier; and Lyra, April 27.
 Wampoe, letter of marque, 8 g.—Orpheus, 36, H. Pigot, April 28.
 Gallinippe, schooner, 2 g. 55 m.—Ratler, 16, A. Gordon, Bay of Fundy, May 2.
 Montgomery, 12 g. 75 m.—Nymph, 33, E. P. Epworth, May 5.
 Fox, brig, letter of marque, 8 g. 29 m.—Whiting, schooner, Lieut. G. Hayes; Pheasant, 18, J. Parker; and Scylla, in company, May 6.
 Holkar, 20 g.—Orpheus, 36, H. Pigot, May 11.
 Revenge, schooner, letter of marque, 4 g. 32 m.—Belle Poule, 33, G. Harris, May 11.
 Juliana Smith, schooner, 3 g. 25 m.—Nymph, 33, E. P. Epworth, May 12.

Lovely

Lovely Lass, sch. 5 g. 73 m.—Circe, 32, E. Woolcombe, May 14.
 Mary Ann, schooner, 2 g. 30 m.—Sapphire, 18, H. Haynes; and
 Forester, 18, A. Kennedy, off St. Domingo, May 15.
 Alexander, ship, 18 g. 70 m.—Ratler, 16, A. Gordon; and Bream,
 4, C. Hare, off Kenebank, May 19.
 Enterprise, schooner, 4 g. 91 m.—Tenedos, 33, H. Parker; and
 Curlew, 18, M. Head, May 21.
 Flash, schooner, letter of marque, 6 g. 20 m.—Warspite, 74, H.
 Blackwood, off Hedic, May 29.
 Orders in Council, sch. 6 g.—Surveillante, 33, G. R. Collier, June 1.
 Wasp, sloop, 2 g. 33 m.—Bream, 4, C. Hare, June 9.
 Porcupine, brig, 20 g. 72 m.—Valiant, 74, R. D. Oliver, June 18.
 Name unknown, lugger, swivels and small arms—Hope, 10, W.
 Garrett, June 24.
 Thomas, schooner, 12 g. 80 m.—Nymphe, 38, E. P. Epworth,
 off Nova Scotia, June 29.
 Growler, schooner, 5 g. 60 m.—Electra, 18, W. Gregory, July 7.
 York Town, ship, 20 g. 140 m.—Poitiers, 74, J. P. Beresford;
 Maidstone, 36, G. Burdett; and Nimrod, 18, N. Mitchell, July 17.
 Matilda, sch. 11 g.—Revolutionaire, 33, T. E. Woolcombe, July 25.
 Paragon, sch. 11 g. 20 m.—Nymphe, 38, E. P. Epworth, Aug. 14.
 Ned, sch. 6 g. 45 m.—Royalist, 18, J. J. Gordon Bremer, Sept. 6.
 Elbredge Gerry, sch. 14 g. 66 m.—Crescent, 33, J. Quilliam, Sept. 16.
 Chesapeake, sch. 5 g. 29 m.—Hotspur, 36, J. Percy, October 26.
 Subtle, lugger, 16 g. 72 m.—Seahorse, 33, J. A. Gordon, Nov. 13.
 Rolla, 5 g.—Loire, 38, T. Brown, December 10.
 Squirrel, brig, 2 g. 17 m.—Bellepoule, 38, G. Harris, December 14.
 Antoinette, schooner, 2 g. 20 m.—Royalist, 18, J. J. G. Bremer,
 December 18.
 Pioneer, schooner, 17 g. 170 m.—Sophie, 18, N. Lockyer, Dec. 31.

1814.

Siro, schooner, 12 g.—Pelican, 16, T. Mansel, January 13.
 Fair American, 4 g.—Andromache, 38, G. Tobin, January 18.
 Meteor, schooner, 3 g. 32 m.—Endymion, 44, H. Hope, Feb. 7.
 Bourdeaux, packet, 9 g. 50 m.—Niemen, 38, S. Pym, February 8.
 Alfred, 16 g. 110 m.—Épervier, 16, R. Wales, February 28.
 Argus, 13 g. 65 m.—San Domingo, 74, S. J. Pechell, March 1.
 Bunker's Hill, brig, 14 g. 86 m.—Cydnus, 38, F. Langford and
 Pomone, 38, P. Carteret, March 4.
 Mars, 15 g. 70 m.—Boats of the Endymion, Pelorus, and Rattler,
 March 7.
 Adeline, 7 g. 35 m.—Magicienne, 36, W. Gordon, March 22.
 New Zealander, ship, 6 g. 17 m.—Belvidere, 36, R. Byron, April 2.
 Polly, sloop, 1 g. 57 m.—Barbadoes, 16, J. Fleming, April 11.
 Starks, schooner, 2 g. 25 m.—Sophie, 18, N. Lockyer, April 24.
 Yankee Lass, schooner, 9 g. 80 m.—Severn 40, J. Nourse, May 1.
 Grecian, schooner, 4 g. 5 s. 27 m.—Jaseur, 16, G. E. Watts, May 2.
 Hyder Ally, 12 g. 30 m.—Owen Glendower, 36, B. Hodgson, East
 Indies, May.
 Dominica, schooner, 4 g. 36 m.—Majestic, 58, J. Hayes, May 22.
 Quiz, Clara, and Model, 3 schs.—Boats of the Niemen, 38, May 23.
 Hussar, schooner, 10 g. 98 m.—Saturn, 56, J. Nash, May 25.
 Diomedes, schooner, 5 g. 66 m.—Rifleman, 16, J. Pearce, May 28.
 Rattlesnake, brig, 16 g.—Hyperion, 32, W. P. Cumby, June 3.

Decatur, schooner, 16 g.—Rhin, 33, C. Malcolm, June 5.
 Hawke, schooner, 5 g. 63 m.—Pique, 36, A. Maitland, June 21.
 Snapdragon schooner, 6 g. 80 m.—Martin, 16, Senhouse, June 30.
 Mary, brig, 5 g. 32 m.—Heron, 16, Luke, July 7.
 Cora, brig, 4 g. 23 m.—Asia, 74, Somerville, July 31.
 Ida, 20 g. 70 m.—Antelope, 50, S. Butcher, August 14.
 Herald, schooner, 17 g. 100 m.—Armide, 38, E. T. Troubridge,
 and Endymion, 44, H. Hope, August 15.
 Invincible, ship, 16 g. 60 m.—Armide, 38, E. T. Troubridge, Aug. 16.
 Pike, sch. 13 g. 85 m.—Primrose, 16, C. G. R. Phillot, August 25.
 Regent, brig, 5 g. 35 m.—Forth, 40, W. Bolton, September 19.
 Engineer, schooner, 8 g. 35 m.—Barrosa, 36, McCulloch, Sept. 29.
 Harlequin, sch. 10 g. 115 m.—Bulwark, 74, D. Milne, October 23.
 Black Swan, brig, 2 g. 19 m.—Maidstone, 36, A. Gordon, Oct. 31.
 High Flyer, sch. 1 g. 17 m.—Barrosa, 36, McCulloch, Nov. 14.
 Leo, schooner, 6 g. 76 m.—Granicus, 36, W. E. Wise, December 2.
 Ind, brig, 9 g. 130 m.—Severn, 40, J. Nourse.
 Aurora, schooner, 4 g. 20 m.—Cockchafer, —, December 3.
 Dolphin, sch. 1 g. 20 m.—Columbia, 14, H. D. Chads, Dec. 4.
 Banyer, schooner, 4 g. 31 m.—Severn, 40, J. Nourse, December 20.

1815.

Fox, schooner, 7 g. 72 m.—Barbadoes, 16, J. Fleming, January 11.
 Tomahawk, sch. 9 g. 84 m.—Bulwark, 74, F. P. Epworth, Jan. 22.
 Vidette, brig, 3 g. 30 m.—Barbadoes, 16, J. Fleming, February 15.
 Avon, brig, 14 g. 129 m.—Barbadoes, 16, J. Fleming, March 8.

NOTE. *The following Statements should have formed Section X. of Part II. but were omitted by mistake.*

**GENERAL STATEMENT
OF SHIPS CAPTURED FROM THE DIFFERENT HOSTILE
POWERS, AND SHIPS DESTROYED IN ACTION,
DURING THE WAR.**

	<i>Line, in- clud. 51s.</i>		<i>Fifties.</i>		<i>Frigates.</i>		<i>Sloops, & small Vcs.</i>		<i>Total.</i>	
	Sh.	Guns.	Sh.	Guns.	Sh.	Guns.	Sh.	Guns.	Ship.	Guns.
French	80	6264	7	354	217	7382	408	3997	712	17991
Dutch	29	1791	..	..	40	1536	105	775	172	3905
Spanish	24	1984	..	..	30	1068	142	941	196	5995
Danish	24	1714	..	..	24	848	37	475	85	3067
Russian	1	74	..	..	2	74	1	14	4	162
Turkish	1	64	..	..	7	270	7	96	15	450
American . . . . .	..	..	..	..	3	139	14	176	17	515
Total	159	11824	7	354	323	11117	712	6474	1201	29869
British	5	370	2	100	27	856	132	1691	166	3017
Difference in fa- vour of Gt. Brit. }	154	11534	5	254	296	10261	580	4783	1035	26852

Besides the above, there were lost, by various accidents, of the enemy's ships, 11 of the line, and 14 frigates, with many smaller vessels: and of British ships, 32 of the line, 7 fifties, 86 frigates, and 230 sloops and small vessels.

STATEMENT

**STATEMENT of the Distribution of the British Naval Force,
at the Commencement of Hostilities, February 1793.**

	1st Rate, 100 & up.	2d Rate, 98 to 90.	3d Rate, 84 to 64.	4th Rate, 60 to 50.	5th Rate, 44 to 32.	6th Rate, 30 to 20.	Ships, &c.	TOTAL.
In Port, and fitting	5	7	56	2	25	9	20	102
Guard Ships	0	1	2	1	0	0	1	5
In the British and Irish Channels	0	0	2	1	16	6	22	47
Downs and North Sea Stations..	0	0	0	0	2	1	7	10
Gibraltar and Mediterranean ...	0	0	0	2	1	0	2	5
America and Newfoundland ...	0	0	0	0	1	1	2	4
At the West India Islands, and on the Passage	0	1	2	1	4	0	2	10
On the Jamaica Station	0	0	0	1	1	3	5	10
Coast of Africa	0	0	0	0	1	0	0	1
East Indies, on Discoveries, &c..	0	0	1	0	3	0	7	11
Hospital and Prison Ships	0	1	3	0	2	0	0	6
TOTAL IN COMMISSION....	5	10	46	8	54	20	68	211
Receiving Ships	0	0	5	5	2	0	1	13
Serviceable, & repairing for service	0	7	46	1	15	10	9	88
In Ordinary at the different Ports..	0	1	18	8	20	12	17	76
Building	2	5	5	3	3	0	2	20
TOTAL	7	25	120	25	94	42	97	408

**STATEMENT of the Distribution of the British Naval Force,
at the Conclusion of Hostilities, July 1815.**

STATIONS.	Line.	50 to 44.	Frigates.	Ships and Yachts.	Bombs & Fire- Ships.	Brigs.	Cutters.	Sch. Gun- Vessels, &c.	TOTAL.
Downs	1	0	1	1	0	14	2	2	21
North Sea	0	0	2	2	0	15	1	0	20
Baltic	0	0	0	0	0	0	0	0	0
English Channel, and Coast of France	7	0	15	14	0	21	2	6	65
Irish Station	1	0	6	8	0	9	0	2	26
Jersey, Guernsey, &c.	0	0	0	3	0	0	0	1	4
Spain, Portugal, & Gibraltar.	0	1	3	4	0	2	0	0	10
Mediterranean, & on Passage	12	0	10	3	0	8	0	1	34
Coast of Africa	0	1	1	1	0	0	0	0	3
N. America, Halifax, New- foundland, &c.	2	3	13	11	1	10	1	8	49
West Indies, Leeward Islands Jamaica, &c.	2	1	4	7	0	12	0	1	27
Brazil Station	4	0	5	11	0	7	0	0	27
Cape of Good Hope	2	1	8	1	0	2	1	0	13
East Indies, and on Passage.	1	0	0	1	0	1	0	0	3
.....	2	1	10	8	0	2	0	0	25
TOTAL AT SEA	34	8	78	75	1	103	7	21	327
In Port, and fitting	51	6	55	47	4	42	3	7	195
Guard-Ships	4	2	2	4	0	0	0	1	16
Hospital and Prison-Ships..	2	0	0	1	0	0	0	0	3
TOTAL IN COMMISSION.	71	16	135	127	5	145	10	29	538
Ordinary, and repairing for service	118	11	66	52	5	31	2	3	268
Building	17	2	7	4	0	1	0	0	51
GRAND TOTALS..	206	29	208	163	10	177	12	52	857

PART IV.

TREATIES.

I. CONVENTION BETWEEN HIS BRITANNIC MAJESTY AND THE EMPEROR OF RUSSIA.

SIGNED AT ST. PETERSBURGH, THE 1ST JUNE 1801.

In the Name of the Most Holy and Undivided Trinity.

THE mutual desire of his Majesty the King of the United Kingdom of Great Britain and Ireland, and of his Majesty the Emperor of all the Russias, being not only to come to an understanding between themselves with respect to the differences which have lately interrupted the good understanding and friendly relations which subsisted between the two States; but also to prevent, by frank and precise explanations upon the navigation of their respective subjects, the renewal of similar altercations and troubles which might be the consequence of them; and the common object of the solicitude of their said Majesties being to settle, as soon as can be done, an equitable arrangement of those differences, and an invariable determination of their principles upon the rights of neutrality, in their application to their respective monarchies, in order to unite more closely the ties of friendship and good intercourse, of which they acknowledge the utility and benefits; have named and chosen for their plenipotentiaries, viz.—His Majesty the King of the United Kingdom of Great Britain and Ireland, Alleyne Lord Baron St. Helens, his said Majesty's Privy Counsellor, and his Ambassador Extraordinary and Plenipotentiary to his Majesty the Emperor of all the Russias; and his Majesty the Emperor of all the Russias, Sieur Nikita Count de Panin, his Privy Counsellor, Minister of State for the Department of Foreign Affairs, present Chamberlain, Knight Grand Cross of the Orders of St. Alexander Newsky and of St. Anne, of the first class, and that of St. Ferdinand and of Merit, of the Red Eagle, and of St. Lazarus; who, after having communicated their respective full powers, and found them in good and due form, have agreed upon the following points and articles:—

Article I. There shall be hereafter between his Britannic Majesty and his Imperial Majesty of all the Russias, their subjects, the states and countries under their dominion, good and unalterable friendship and understanding, and all the political, commercial, and other relations of common utility, between the respective subjects, shall subsist as formerly, without their being disturbed or troubled in any manner whatever.

Article II. His Britannic Majesty and the Emperor of all the Russias declare, that they will watch over the most rigorous execution of the prohibitions against the trade of contraband of their subjects with the enemies of either of the high contracting parties.

Article III. His Britannic Majesty and his Imperial Majesty of all the Russias having resolved to place under a sufficient safeguard the freedom of commerce and navigation of their subjects,

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in case one of them shall be at war, whilst the other shall be neuter, have agreed—

1. That the ships of the neutral power may navigate freely to the ports, and upon the coasts of the nations at war.

2. That the effects embarked on board neutral ships shall be free, with the exception of contraband of war, and of enemy's property; and it is agreed not to comprise under the denomination of the latter, the merchandize of the produce, growth, or manufacture of the countries at war, which should have been acquired by the subjects of the neutral power, and should be transported for their account, which merchandize cannot be excepted in any case from the freedom granted to the flag of the said power.

3. That in order to avoid all equivocation and misunderstanding of what ought to be considered as contraband of war, his Britannic Majesty, and his Imperial Majesty of all the Russias, declare, conformably to the 11th Article of the Treaty of Commerce concluded between the two crowns on the 10th (21st) February 1797, that they acknowledge as such the following articles only, viz. —Cannons, mortars, fire-arms, pistols, bombs, grenades, balls, bullets, firelocks, flints, matches, gunpowder, saltpetre, sulphur, cuirasses, pikes, swords, sword-belts, knapsacks, saddles and bridles, excepting, however, the quantity of the said articles which may be necessary for the defence of the ship and of those who compose the crew; and all other articles whatever not enumerated here shall not be reputed warlike and naval stores, nor be subject to confiscation, and of course shall pass freely, without being subjected to the smallest difficulty, unless they be considered enemy's property in the sense above specified. It is also agreed, that that which is stipulated in the present article shall not be prejudicial to the particular stipulations of one or the other crown with other powers, by which articles of a similar kind should be reserved, prohibited, or permitted.

4. That in order to determine what characterises a blockaded port, that denomination is given only to a port where there is, by the dispositions of the power which attacks it with ships stationary, or sufficiently near, an evident danger in entering.

5. That the ships of the neutral powers shall not be stopped but upon just causes and evident facts; that they be tried without delay, and that the proceeding be always uniform, prompt, and legal.

In order the better to ensure the respect due to the stipulations, dictated by the sincere desire of conciliating every interest, and to give a new proof of their uprightness and love of justice, the high contracting parties enter here into the most formal engagement to renew the severest prohibitions to their captains, whether of ships of war or merchantmen, to take, keep, or conceal, on board their ships, any of the articles which, in the terms of the present convention, may be reputed contraband, and respectively to take care of the execution of the orders which they shall have published in their admiralties, and wherever it shall be necessary.

Article IV. The two high contracting parties, wishing also to prevent all subject of dissension in future, by limiting the right of search of merchant ships going under convoy, to those cases only in which the belligerent power might experience a real prejudice by the abuse of the neutral flag, have agreed—

1. That the right of searching merchant ships belonging to the subjects of one of the contracting powers, and navigating under
convoy

convoy of a ship of war of the said power, shall only be exercised by ships of war of the belligerent party, and shall never extend to letters of marque, privateers, or other vessels, which do not belong to the royal or imperial fleet of their Majesties, but which their subjects shall have fitted out for war.

2. That the proprietors of all merchant ships, belonging to the subjects of one of the contracting sovereigns, which shall be destined to sail under convoy of a ship of war, shall be required, before they receive their sailing orders, to produce, to the commander of the convoy, their passports and certificates, or sea-letters, in the form annexed to the present treaty.

3. That when such ship of war, having under convoy merchant ships, shall be met with by a ship or ships of war of the other contracting party who shall then be in a state of war, in order to avoid all disorder, they shall keep out of cannon-shot, unless the state of the sea, or the place of meeting, render a nearer approach necessary; and the commander of the ship of the belligerent power shall send a boat on board the convoy, where they shall proceed reciprocally to the verification of the papers and certificates that are to prove, on the one part, that the ship of war is authorized to take under its escort such or such merchant ships of its nation, laden with such a cargo, and for such a port: on the other part, that the ship of war of the belligerent party belongs to the royal or imperial fleet of their Majesties.

4. This verification made, no search shall take place if the papers are found in form, and if there exist no good motive for suspicion. In the contrary case, the commander of the neutral ship of war (being duly required thereto by the commander of the ship or ships of war of the belligerent power) is to bring to and detain his convoy during the time necessary for the search of the ships which compose it, and he shall have the faculty of naming and delegating one or more officers to assist at the search of the said ships, which shall be done in his presence on board each merchant ship, conjointly with one or more officers appointed by the commander of the ship of the belligerent party.

5. If it happen that the commander of the ship or ships of the power at war, having examined the papers found on board, and having interrogated the master and crew of the ship, shall see just and sufficient reason to detain the merchant ship, in order to proceed to an ulterior search, he shall notify such intention to the commander of the convoy, who shall have the power to order an officer to remain on board the ship thus detained, and to assist at the examination of the cause of her detention. The merchant ship shall be carried immediately to the nearest and most convenient port belonging to the belligerent power, and the ulterior search shall be carried on with all possible diligence.

Article V. It is in like manner agreed, that, if any merchant ship, thus convoyed, should be detained without just and sufficient cause, the commander of the ship or ships of war of the belligerent power shall not only be bound to make to the owners of the ship and of the cargo, a full and perfect compensation for all the losses, expences, damages, and costs, occasioned by such a detention, but shall moreover undergo an ulterior punishment for every act of violence or other fault which he may have committed, according as the nature of the case may require. On the other hand, the conveying ship shall not be permitted, under any pretext whatsoever,

ever, to resist by force the detention of the merchant ship or ships, by the ship or ships of war of the belligerent power; an obligation which the commander of a ship of war with convoy is not bound to observe towards letters of marque and privateers.

Article VI. The high contracting parties shall give precise and efficacious orders that the judgements upon prizes made at sea shall be conformable with the rules of the most exact justice and equity; that they shall be given by judges above suspicion, and who shall not be interested in the affair in question. The government of the respective states shall take care that the said decisions shall be speedily and duly executed, according to the forms prescribed. And, in case of an unfounded detention, or other contravention to the regulations stipulated by the present article, the owners of such ship and cargo shall be allowed damages proportioned to the loss occasioned thereby. The rules to observe for these damages, and for the case of unfounded detention, as also the principles to follow for the purpose of accelerating the process, shall be the matter of additional articles, which the contracting parties agree to settle between them, and which shall have the same force and validity as if they were inserted in the present act. For this effect, their Britannic and Imperial Majesties mutually engage to put their hand to the salutary work, which may serve for the completion of these stipulations, and to communicate to each other, without delay, the views which may be suggested to them by their equal solicitude to prevent the least grounds for dispute in future.

Article VII. To obviate all the inconveniences which may arise from the bad faith of those who avail themselves of the flag of a nation without belonging to it, it is agreed to establish for an inviolable rule, that any vessel whatever, in order to be considered as the property of the country the flag of which it carries, must have on board the captain of the ship and one half of the crew of the people of that country, and the passports in due and perfect form; but every vessel which shall not observe this rule, and which shall infringe the ordinances published on that head, shall lose all rights to the protection of the contracting powers.

Article VIII. The principles and measures adopted by the present act shall be alike applicable to all the maritime wars in which one of the two powers may be engaged, whilst the other remains neutral. These stipulations shall in consequence be regarded as permanent, and shall serve for a constant rule to the contracting powers in matters of commerce and navigation.

Article IX. His Majesty the King of Denmark, and his Majesty the King of Sweden, shall be immediately invited, by his Imperial Majesty, in the name of the two contracting parties, to accede to the present convention, and at the same time to renew and confirm their respective treaties of commerce with his Britannic Majesty; and his said Majesty engages, by acts which shall have established that agreement, to render and restore, to each of these powers, all the prizes that have been taken from them, as well as the territories and countries, under their dominion, which have been conquered by the arms of his Britannic Majesty, since the rupture, in the state in which those possessions were found at the period at which the troops of his Britannic Majesty entered them. The orders of his said Majesty for the restitution of those prizes and conquests shall be immediately expedited, after the exchange of the ratifications

ratifications of the acts by which Sweden and Denmark shall accede to the present treaty.

Article X. The present convention shall be ratified by the two contracting parties, and the ratifications exchanged, at St. Petersburg, in the space of two months, at furthest, from the day of the signature.

In faith of which the respective Plenipotentiaries have caused to be made two copies thereof perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

Done at St. Petersburg, the 3rd June, 1801.

(L. S.) ST. HELENS. (L. S.) N. CTE. DE PANIN.

FORMULA of the Passports and Sea-Letters which are to be delivered in the respective Admiralties of the States of the Two High Contracting Parties, to the Ships and Vessels which shall sail from them, conformably to Article IV. of the present Treaty.

Be it known that we have given leave and permission to N—, of the city or place of N—, master and conductor of the ship N—, belonging to N—, of the port of N—, of — tons or thereabouts, now lying in the port or harbour of N—, to sail from thence to N—, laden with N—, on account of N—, after the said ship shall have been visited before its departure in the usual manner by the officers appointed for that purpose; and the said N—, or such other as shall be vested with powers to replace him, shall be obliged to produce in every port or harbour which he shall enter with the said vessel, to the officers of the place, the present licence, and to carry the flag of N—, during his voyage.

In faith of which, &c.

FIRST SEPARATE ARTICLE.

The pure and magnanimous intentions of his Majesty the Emperor of all the Russias having already induced him to restore the vessels and goods of British subjects, which had been sequestered in Russia, his said Majesty confirms that disposition in its whole extent; and his Britannic Majesty engages himself also to give immediate orders for taking off all sequestration laid upon the Russian, Danish, and Swedish properties, detained in English ports; and to prove still more his sincere desire to terminate amicably the differences which have arisen between Great Britain and the Northern Courts; and in order that no new incident may throw obstacles in the way of this salutary work, his Britannic Majesty binds himself to give orders to the commanders of his forces, by land and sea, that the armistice, now subsisting with the courts of Denmark and Sweden, shall be prolonged for a term of three months from the date of this day; and his Majesty the Emperor of all the Russias, guided by the same motives, undertakes, in the name of his allies, to have this armistice maintained during the said term.

This separate article shall have the same force and validity as if it were inserted word for word in the Treaty signed this day, and the Ratifications thereof shall be exchanged at the same time.

In faith of which the respective Plenipotentiaries have caused to be made two copies thereof, perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

Done at St. Petersburg, 3rd June 1801.

(L. S.) ST. HELENS. (L. S.) N. CTE. DE PANIN.

SECOND

SECOND SEPARATE ARTICLE.

The differences and misunderstandings which subsisted between his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the Emperor of all the Russias, being thus terminated, and the precautions taken by the present convention not giving further room to fear that they can in future disturb the harmony and good understanding which the two high contracting parties have at heart to consolidate, their said Majesties confirm anew, by the present Convention, the Treaty of Commerce of the 10th February (21) 1797, of which all the stipulations are here cited, to be maintained in their whole extent.

This separate Article shall have the same force and validity, as if it were inserted word for word in the Treaty signed this day, and the Ratifications thereof shall be exchanged at the same time.

In faith of which the respective Plenipotentiaries have caused to be made two copies thereof, perfectly similar, signed with their hands, and have caused the seal of their arms to be affixed thereto.

Done at St. Petersburg, the 3rd June 1801.

(L. S.) ST. HELENS. (L. S.) N. CTE. DE PANIN.

DECLARATION.

Although the magnanimous intention of his Imperial Majesty of all the Russias to do full and entire justice to those British subjects who have suffered losses during the troubles which have disturbed the good intelligence between his empire and Great Britain, be already proved by facts, his Imperial Majesty, consulting solely his good faith, has moreover authorized the undersigned Plenipotentiary to declare, as he does declare, by these presents :

“ That all the ships, the merchandise, and the property, of British subjects, which had been sequestered during the last reign in Russia, shall not only be faithfully restored to the said British subjects, or to their agents, but also that, for the effects which may have been alienated in such a manner as to render it impossible for them to be restored in kind, a suitable equivalent shall be granted to the proprietors, which equivalent shall be hereafter determined according to the rules of equity.”

In faith of which we, Plenipotentiary of his Imperial Majesty of all the Russias, have signed the present Declaration, and have caused the seal of our arms to be affixed thereto.

Done at St. Petersburg 3rd June 1801.

(L. S.) N. CTE. DE PANIN.

SEPARATE ARTICLES,

Which relate to the legal proceedings in regard to Prizes, signed at Moscow, October 20, 1801.

It having been resolved, by the fifth Article of the Convention, concluded on the 17th of June 1801, between his Imperial Majesty of Russia and his Britannic Majesty, that both the high contracting powers should mutually agree upon certain separate Articles, for the establishment of those rules and principles which are to be followed, with a view to promote a speedy decision in respect to prizes made in the open sea, as well as with respect to the indemnification which is due to the proprietors of neutral ships and cargoes, in cases of groundless detention :—Their Majesties have, for that purpose, named and vested with full power, his Imperial Majesty of Russia, Alexander, Prince Kurakin, his Vice-Chancel-

lor, &c. and Victor Count Kotschowbey, his Actual Privy-Counsellor, &c.; and his Majesty the King of the United Kingdom of Great Britain and Ireland, Alleyne, Lord Baron St. Helens, Peer of the said United Kingdom, &c. who, by virtue of their respective full powers, have agreed upon the following Articles:—

Article I. In case of a groundless detention, or other transgression of rules mutually established, there shall be paid to the owners of the ships so detained, and of their cargo, for each day's delay, a recompence in proportion to the loss sustained, reckoning according to the freight of the ship, and the quality of the cargo.

Article II. In case the Ministers of the contracting parties, or other persons accredited by them, with the Belligerent Powers, shall happen to complain of the sentence given on such prizes by the respective Courts of Admiralty, the business shall be immediately referred, by appeal in Russia, to the Directing Senate, and in Great Britain, to the King's Council.

Article III. Both sides shall carefully examine whether the regulations and provisions in the present Convention have been observed, which must be done in the speediest manner. Both contracting parties engage further to adopt the most effectual means to prevent every unnecessary delay in respect to the sentences to be pronounced in the respective tribunals, on prizes made in the open sea.

Article IV. The effects detained shall neither be sold nor unloaded, before a final sentence, unless in the case of a really pressing necessity, shewn to the Court of Admiralty by a commission appointed for that purpose; and it shall by no means be permitted to the captors to unload of their own authority, or to carry away any thing from ships so detained.

The separate Articles, which form a part of the Convention signed on the 17th of June, in the name of their Imperial Russian and Britannic Majesties, shall have the same force and effect, as if they were word for word inserted in the said Convention.

Signed at Moscow, October 20, 1801.

PRINCE KURAKIN. ST. HELENS.
COUNT KOTSCHOWBEY.

The Act of Accession of Denmark to the foregoing Convention was signed at Moscow, the 23d of October 1801.

The Act of Accession of Sweden was signed and exchanged on the 30th of March 1802.

II. PRELIMINARY ARTICLES OF PEACE

BETWEEN HIS BRITANNIC MAJESTY AND THE FRENCH REPUBLIC, SIGNED AT LONDON (IN ENGLISH AND FRENCH), THE 1ST OF OCTOBER 1801; THE 9TH VINDEMIARE, YEAR 10, OF THE FRENCH REPUBLIC.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and the First Consul of the French Republic, in the name of the French people, being animated with an equal desire of putting an end to the calamities of a destructive war, and of re-establishing union and good understanding between the two countries, have named for this purpose; namely, his Britannic Majesty, the Right Honourable Robert Banks Jenkinson, commonly called Lord

Lord Hawkesbury, one of his Britannic Majesty's most Honourable Privy Council, and his principal Secretary of State for Foreign Affairs; and the First Consul of the French Republic, in the name of the French people, Citizen Lewis William Otto, Commissary for the Exchange of French Prisoners in England; who, after having duly communicated to each other their full powers, in good form, have agreed on the following Preliminary Articles:—

Article I. As soon as the Preliminaries shall be signed and ratified, sincere friendship shall be re-established between his Britannic Majesty and the French Republic, by sea and by land, in all parts of the world; and in order that all hostilities may cease immediately between the two powers, and between them and their allies respectively, the necessary instructions shall be sent with the utmost dispatch to the commanders of the sea and land forces of the respective states, and each of the contracting parties engages to grant passports, and every facility requisite to accelerate the arrival, and ensure the execution of these orders. It is farther agreed, that all conquests which may have been made by either of the contracting parties from the other, or from their respective allies, subsequently to the ratification of the present Preliminaries, shall be considered as of no effect, and shall be faithfully comprehended in the restitutions to be made after the ratification of the Definitive Treaty.

Article II. His Britannic Majesty shall restore to the French Republic and her Allies, namely, to his Catholic Majesty, and to the Batavian Republic, all the possessions and colonies occupied or conquered by the English forces in the course of the present war, with the exception of the Island of Trinidad, and the Dutch possessions in the island of Ceylon, of which island and possessions his Britannic Majesty reserves to himself the full and entire sovereignty.

Article III. The port of the Cape of Good Hope shall be open to the commerce and navigation of the two contracting parties, who shall enjoy therein the same advantages.

Article IV. The Island of Malta, with its dependencies, shall be evacuated by the troops of his Britannic Majesty, and restored to the order of St. John of Jerusalem. For the purpose of rendering this island completely independent of either of the two contracting parties, it shall be placed under the guarantee and protection of a third power, to be agreed upon in the Definitive Treaty.

Article V. Egypt shall be restored to the Sublime Porte, whose territories and possessions shall be preserved entire, such as they existed previously to the present war.

Article VI. The territories and possessions of her most faithful Majesty shall likewise be preserved entire.

Article VII. The French forces shall evacuate the kingdom of Naples and the Roman territory. The English forces shall in like manner evacuate Porto Ferrajo, and generally all the ports and islands which they may occupy in the Mediterranean or in the Adriatic.

Article VIII. The Republic of the Seven Islands shall be acknowledged by the French Republic.

Article IX. The evacuations, cessions, and restitutions, stipulated for by the present preliminary Articles, shall take place in Europe within one month; in the continent and seas of America and of Africa, within three months; and in the continent and seas of

Asia.

Asia, within six months after the ratification of the Definitive Treaty.

Article X. The prisoners made respectively shall, immediately after the exchange of the ratifications of the Definitive Treaty, all be restored, and without ransom, on paying reciprocally the debts which they may have individually contracted. Discussions having arisen respecting the payment for the maintenance of prisoners of war, the contracting powers reserve this question to be settled by the Definitive Treaty according to the law of nations, and in conformity to established usage.

Article XI. In order to prevent all causes of complaint and dispute which may arise on account of prizes which may be made at sea after the signature of the Preliminary Articles, it is reciprocally agreed, that the vessels and effects which may be taken in the British Channel and in the North Seas, after the space of twelve days, to be computed from the exchange of the ratifications of the present Preliminary Articles, shall be restored on each side; that the term shall be one month from the British Channel and the North Seas, as far as the Canary Islands inclusively, whether in the ocean, or in the Mediterranean; two months from the said Canary Islands as far as the Equator; and lastly, five months in all other parts of the world, without any exception, or any more particular description of time or place.

Article XII. All sequestrations imposed by either of the parties on the funded property, revenues, or debts, of any description, belonging to either of the contracting powers, or to their subjects or citizens, shall be taken off immediately after the signature of the Definitive Treaty. The decision of all claims brought forward by individuals of the one country against individuals of the other for private rights, debts, property, or effects, whatsoever, which, according to received usages and the law of nations, ought to revive at the period of peace, shall be heard and decided before the competent tribunals; and in all cases prompt and ample justice shall be administered in the countries where the claims are made. It is agreed, moreover, that this article, immediately after the ratification of the Definitive Treaty, shall apply to the allies of the contracting parties, and to the individuals of the respective nations, upon the condition of a just reciprocity.

Article XIII. With respect to the fisheries on the coasts of the island of Newfoundland, and of the islands adjacent, and in the Gulf of St. Lawrence, the two parties have agreed to restore them to the same footing on which they were before the present war, reserving to themselves the power of making, in the Definitive Treaty, such arrangements as shall appear just and reciprocally useful, in order to place the fishing of the two nations on the most proper footing for the maintenance of peace.

Article XIV. In all the cases of restitution agreed upon by the present Treaty, the fortifications shall be delivered up in the state in which they may be at the time of the signature of the present Treaty, and all the works which shall have been constructed since the occupation shall remain untouched.

It is farther agreed, That, in all the cases of cession stipulated in the present Treaty, there shall be allowed to the inhabitants, of whatever condition or nation they may be, a term of three years, to be computed from the notification of the Definitive Treaty of Peace, for the purpose of disposing of their properties, acquired and possessed

essed either before or during the present war; in the which term of three years they may have the free exercise of their religion, and enjoyment of their property.

The same privilege shall be granted in the countries restored, to all those who shall have made therein any establishments whatsoever, during the time when those countries were in the possession of Great Britain.

With respect to the other inhabitants of the countries restored or ceded, it is agreed that none of them shall be prosecuted, disturbed, or molested in their persons or properties, under any pretext, on account of their conduct or political opinions, or of their attachment to either of the two powers, nor on any other account, except that of debts contracted to individuals, on account of acts posterior to the Definitive Treaty.

Article XV. The present Preliminary Articles shall be ratified, and the ratifications exchanged in London, in the space of fifteen days for all delay; and, immediately after their ratification, plenipotentiaries shall be named, on each side, who shall repair to Amiens for the purpose of concluding a Definitive Treaty of Peace, in concert with the allies of the contracting parties.

In witness whereof, we, the undersigned Plenipotentiaries of his Britannic Majesty, and of the first Consul of the French Republic, by virtue of our respective full powers, have signed the present Preliminary Articles, and have caused our seals to be put thereto.

Done at London, the 1st day of October 1801, the 9th Vendémiaire, year 10, of the French Republic.

(L. S.) HAWKESBURY. (L. S.) OTTO.

III. DEFINITIVE TREATY OF PEACE

BETWEEN HIS MAJESTY THE KING OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND, ON THE ONE PART; AND THE FRENCH REPUBLIC, HIS MAJESTY THE KING OF SPAIN AND THE INDIES, AND THE BATAVIAN REPUBLIC, ON THE OTHER PART.

His Majesty the King of the United Kingdom of Great Britain and Ireland, and the First Consul of the French Republic, in the name of the French people, being equally animated with a desire to put an end to the calamities of war, have laid the foundation of peace, by the Preliminary Articles, which were signed in London, the 1st of October 1801 (9th Vendémiaire, an. 10).

And as, by the 15th Article of the Preliminaries, it has been agreed on, "That Plenipotentiaries should be named on the part of each government, who should repair to Amiens, and there proceed to arrange a Definitive Treaty, in concert with the allies of the contracting powers—"

His Majesty, the King of the United Kingdom of Great Britain and Ireland, has named the Marquis Cornwallis, knight of the most noble Order of the Garter, one of his Majesty's privy council, general in his Majesty's army, &c. &c.

The first consul of the French Republic, in the name of the French people, has named as plenipotentiary the citizen Joseph Bonaparte, counsellor of state.

His Majesty, the King of Spain and the Indies, and the government of the Batavian Republic, have appointed the following plenipotentiaries,

plenipotentiaries, to wit, his Catholic Majesty has named Don Joseph Nicholas d'Azara, his counsellor of state, grand cross of the Order of Charles III., ambassador extraordinary of his Majesty to the French Republic, &c. &c.

And the government of the Batavian Republic, has named Roger Jean Schimmelpenninck, its ambassador extraordinary to the French Republic, &c.

Which said plenipotentiaries, having duly communicated to each other their respective powers, which are transcribed at the conclusion of the present treaty, have agreed upon the following articles:

Article I. There shall be peace, friendship, and good understanding, between his Majesty the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, on the one part, and the French Republic, his Majesty the King of Spain, his heirs and successors, and the Batavian Republic, on the other part.

The contracting parties shall use their utmost efforts to preserve a perfect harmony between their respective countries, without permitting any act of hostility whatever by sea or by land, for any cause, or under any pretext.

They shall carefully avoid every thing which might for the future disturb the happy union now re-established between them, and shall not give any succour or protection, directly or indirectly, to those who would wish to injure any one of them.

Article II. All the prisoners made on one side and the other, as well by land as by sea, and the hostages carried off or delivered up during the war, and up to the present day, shall be restored without ransom, in six weeks at the latest, to be reckoned from the day when the ratifications of the present Treaty are exchanged, and on paying the debts which they shall have contracted during their captivity. Each of the contracting parties shall respectively discharge the advances which shall have been made by any of the contracting parties for the support and maintenance of prisoners in the countries where they have been detained. There shall be appointed by mutual consent, for this purpose, a commission, specially empowered to ascertain and determine the compensations which may be due to any one of the contracting parties. The time and the place shall likewise be fixed by mutual consent for the meeting of the commissioners who shall be entrusted with the execution of this article, and who shall take into account, not only the expences incurred on account of the prisoners of the respective nations, but likewise on account of the foreign troops, who, before being taken, were in the pay, and at the disposal of one of the contracting parties.

Article III. His Britannic Majesty restores to the French Republic and its allies, viz. his Catholic Majesty and the Batavian Republic, all the possessions and colonies which respectively belonged to them, and which have been either occupied or conquered by the British forces during the course of the present war, with the exception of the Island of Trinidad and of the Dutch possessions in the Island of Ceylon.

Article IV. His Catholic Majesty cedes and guarantees, in full property and sovereignty, the Island of Trinidad to his Britannic Majesty.

Article V. The Batavian Republic cedes and guarantees in full property and sovereignty to his Britannic Majesty all the possessions and establishments in the Island of Ceylon, which previous to the

WAR

war belonged to the Republic of the United Provinces, or to the Dutch East India Company.

Article VI. The port of the Cape of Good Hope remains to the Batavian Republic in full sovereignty, in the same manner as it did previous to the war.

The ships of every kind belonging to the other contracting parties shall be allowed to enter the said port, and there to purchase what provisions they may stand in need of as heretofore, without being liable to pay any other imposts than such as the Batavian Republic compels the ships of its own nation to pay.

Article VII. The territories and possessions of her Most Faithful Majesty are maintained in their integrity, such as they were antecedent to the war. However, the boundaries of French and Portuguese Guiana, are fixed by the river Arawari, which empties itself into the ocean above Cape North, near the islands of Nuovo and Penetentia, about a degree and a third of north latitude. These boundaries shall run along the river Arawari, from its mouth the most distant from Cape North to its source, and afterwards on a right line, drawn from that source, to the Rio-Banto, towards the west.

In consequence, the northern bank of the river Arawari, from its distant mouth to its source, and the territories that lie to the north of the line of the boundaries laid down as above, shall belong in full sovereignty to the French Republic.

The southern bank of the said river, from the same mouth, and all the territories to the south of the said line, shall belong to her Most Faithful Majesty.

The navigation of the river Arawari, along the whole of its course, shall be common to both nations.

The arrangements which have been agreed upon between the Courts of Madrid and Lisbon, respecting the settlement of their boundaries in Europe, shall nevertheless be adhered to, conformably to the stipulations of the Treaty of Badajoz.

Article VIII. The territories, possessions, and rights, of the Sublime Porte, are maintained in their integrity, as they were before the war.

Article IX. The Republic of the Seven Islands is recognised.

Article X. The Islands of Malta, Goza, and Comino, shall be restored to the Order of St. John of Jerusalem, to be held on the same conditions on which they possessed them before the war, and under the following stipulations:

1. The Knights of the Order, whose tongues * shall continue to

* The word tongue may appear obscure, unless the reader is acquainted with the history of the Maltese constitution. During the times characterized by the name of Crusades, several religious confraternities were incorporated, for the purpose of assisting the various bodies of Christians who directed their march either to the Holy Land, or to the coasts of Africa. The richest among these orders were the Knights Templars, a society which was afterwards abolished in all the Kingdoms of Europe; while the Knights of St. John of Jerusalem, on account of their insular situation and independent sovereignty, were left unmolested.

The Knights were chosen from among the different bodies of troops who acted under the banner of the cross; and, as "Europe seemed

to subsist, after the exchange of the Ratification of the present Treaty, are invited to return to Malta, as soon as the exchange shall have taken place. They will there form a general chapter, and proceed to the election of a grand master, chosen from among the natives of the nation which preserve their tongue, unless that election has been already made since the exchange of the Preliminaries.

It is understood that an election made subsequent to that epoch shall alone be considered valid, to the exclusion of any other that may have taken place at any period prior to that epoch.

2. The governments of the French Republic and of Great Britain, desiring to place the Order and Island of Malta in a state of entire independence with respect to them, agree that there shall not be in future either a French or English tongue; and that no individual belonging to either the one or other of these powers shall be admitted into the Order.

3. There shall be established a Maltese tongue, which shall be supported by the territorial revenues and commercial duties of the island. This tongue shall have its peculiar dignities, an establishment, and an hotel. Proofs of nobility shall not be necessary for the admission of knights of this tongue; and they shall be more-over admissible to all offices, and shall enjoy all privileges, in the same manner as the knights of the other tongues. At least half of the municipal, administrative, civil, judicial, and other employments depending on the government, shall be filled by inhabitants of the Islands of Malta, Goza, and Comino.

4. The forces of his Britannic Majesty shall evacuate the island and its dependencies, within three months from the exchange of the Ratifications, or sooner if possible. At that epoch it shall be given up to the Order in its present state, provided the Grand Master, or commissaries, fully authorised according to the statutes of the Order, shall be in the island to take possession, and that the force

seemed to precipitate itself on Asia," it became necessary that the Knights, thus incorporated, should be selected from the different nations who were engaged, in order that assistance might be more readily given to their respective countrymen. Hence, a certain number were elected, who spoke the common tongue of such nation; and thus, in process of time, the term tongue was substituted for that of country. By the original constitution of the Order of St. John of Jerusalem, it consisted of eight nations, or tongues as they were technically stiled, viz. Provencal, Auvergne, France, Arragon, Castile, Italian, German, and English. The latter nation was severed from the Order during the reign of Henry the Eighth, when the Reformation, and consequent schism with the church of Rome, took place. Of the seven remaining tongues, or nations, the three first were latterly wholly French, and, as such, constituting but one interest; the countries of Auvergne and Provence having merged, either by conquest or union, into that of France. With such a weight in the deliberations of the Order, it was to be expected that the interests and wishes of France should meet with a preference on all occasions. To destroy this influence was the obvious policy of our country, and it was expected to have been fully effected by the alteration which it was agreed to introduce into the constitution of the Order.

force which is to be provided by his Sicilian Majesty, as is hereafter stipulated, shall have arrived there.

5. One half of the garrison, at least, shall be always composed of native Maltese; for the remainder, the Order may levy recruits in those countries only which continue to possess the tongues. The Maltese troops shall have Maltese officers. The commander-in-chief of the garrison, as well as the nomination of the officers, shall pertain to the Grand Master; and this right he cannot resign, even temporarily, except in favour of a knight, and in concurrence with the advice of the council of the Order.

6. The independence of the Isles of Malta, of Goza, and Comino, as well as the present arrangement, shall be placed under the protection and guarantee of France, Great Britain, Austria, Spain, Russia, and Prussia.

7. The neutrality of the Order and of the Island of Malta, with its dependencies, is proclaimed.

8. The ports of Malta shall be open to the commerce and the navigation of all nations, who shall there pay equal and moderate duties; these duties shall be applied to the cultivation of the Maltese tongue, as specified in paragraph 3, to that of the civil and military establishments of the island, as well as to that of a general lazaretto, open to all colours.

9. The States of Barbary are excepted from the conditions of the preceding paragraphs, until, by means of an arrangement, to be procured by the contracting parties, the system of hostilities which subsists between the States of Barbary and the Order of St. John, or the powers possessing the tongues, or concurring in the composition of the Order, shall have ceased.

10. The Order shall be governed, both with respect to spirituals and temporal, by the same statutes which were in force when the knights left the isle, as far as the present Treaty shall not derogate from them.

11. The regulations contained in paragraphs 3, 5, 7, 8, and 10, shall be converted into laws and perpetual statutes of the Order, in the customary manner; and the Grand Master, or (if he shall not be in the island at the time of its restoration to the Order), his representative, as well as his successors, shall be bound to take an oath for their punctual observance.

12. His Sicilian Majesty shall be invited to furnish two thousand men, natives of his states, to serve in garrison of the different fortresses of the said islands. That force shall remain one year, to bear date from their restitution to the knights; and if, at the expiration of this term, the Order should not have raised a force sufficient, in the judgment of the guaranteeing powers, to garrison the island and its dependencies, such as is specified in paragraph 5, the Neapolitan troops shall continue there until they shall be replaced by a force deemed sufficient by the said powers.

13. The different powers, designated by paragraph 6, to wit, France, Great Britain, Austria, Spain, Russia, and Prussia, shall be invited to accede to the present stipulations.

Article XI. The French troops shall evacuate the kingdom of Naples and the Roman States; the English forces shall also evacuate Porto Ferrajo, and generally all the ports and islands that they occupy in the Mediterranean or the Adriatic.

Article XII. The evacuations, cessions, and restitutions, stipulated by the present Treaty, shall be executed in Europe within a month,

month; on the continent and seas of America and Africa in three months; on the continent and seas of Asia within six months; which shall follow the Ratification of the present Definitive Treaty, except in case of a special reservation.

Article XIII. In all cases of restitution agreed upon by the present Treaty, the fortifications shall be restored in the condition they were in at the time of signing the Preliminaries; and all the works which shall have been constructed since their occupation shall remain untouched.

It is agreed besides, that, in all the stipulated cases of cessations, there shall be allowed to the inhabitants, of whatever rank or nation they may be, a term of three years, reckoning from the notification of the present Treaty, to dispose of all their properties, whether acquired or possessed by them before, or during the continuance of, the present war; during which term of three years they shall have free and entire liberty to exercise their religion, and to enjoy their fortunes. The same privilege is granted, in the countries that are hereby restored, to all persons, whether inhabitants or not, who shall have formed any establishments there, during the times that these countries were in the possession of Great Britain.

As to the inhabitants of the countries restored or ceded, it is hereby agreed, that no person shall, under any pretence, be prosecuted, disturbed, or molested, either in person or property, on account of his political conduct or opinion, or for his attachment to any of the Contracting Parties, on any account whatever, except for debts contracted with individuals, or for acts subsequent to the present Treaty.

Article XIV. All the sequestrations laid on either side, on funds, revenues, and credits, of what nature soever they may be, belonging to any of the Contracting Powers, or to their citizens or subjects, shall be taken off immediately after the signature of this Definitive Treaty.

The decision of all claims among the individuals of the respective nations, for debts, property, effects, or rights, of any nature whatsoever, which should, according to received usages and the law of nations, be preferred at the epoch of the peace, shall be referred to the competent tribunals: in all those cases speedy and complete justice shall be done in the countries wherein those claims shall be respectively preferred.

Article XV. The fisheries on the coasts of Newfoundland, and of the adjacent islands, and in the Gulph of St. Lawrence, are placed on the same footing as they were before the war.

The French fishermen of Newfoundland, and the inhabitants of the islands of St. Pierre and Miquelon, shall have liberty to cut such wood as may be necessary for them in the Bays of Fortune and Despair, during the first year, reckoning from the ratification of the present treaty.

Article XVI. To prevent all grounds of complaint and disputes, which might arise on account of captures which may have been made at sea subsequent to the signing of the Preliminaries, it is reciprocally agreed, that the ships and property which may have been taken in the Channel and in the North Seas, after a space of twelve days, reckoning from the exchange of the ratifications of the Preliminary Articles, shall be restored on the one side and the other; that the term shall be one month for the space from the Channel and the North Sea, as far as the Canary Islands inclusively.

as well in the Ocean as in the Mediterranean; two months from the Canary Islands to the Equator; and, finally, five months in all the other parts of the world, without any farther exception or distinction of time or place.

Article XVII. The Ambassadors, Ministers, and other agents of the Contracting Powers, shall enjoy respectively, in the States of the said powers, the same rank, privileges, prerogatives, and immunities, which were enjoyed before the war by agents of the same class.

Article XVIII. The branches of the House of Nassau, which were established in the *ci-devant* Republic of the United Provinces, now the Batavian Republic, having experienced some losses, as well with respect to private property as by the change of constitution adopted in those countries, an equivalent compensation shall be procured for the losses which they shall be proved to have sustained.

Article XIX. The present Definitive Treaty of Peace is declared common to the Sublime Ottoman Porte, the ally of his Britannic Majesty; and the Sublime Porte shall be invited to transmit its act of accession as soon as possible.

Article XX. It is agreed that the contracting parties, upon requisitions made by them respectively, or by their Ministers or Officers duly authorized for that purpose, shall be bound to deliver up to justice persons accused of murder, forgery, or fraudulent bankruptcy, committed within the jurisdiction of the requiring party, provided that this shall only be done in cases in which the evidence of the crime shall be such, that the laws of the place in which the accused person shall be discovered, would have authorised the detaining and bringing him to trial, had the offence been committed there. The expences of the arrest and the prosecution shall be defrayed by the party making the requisition; but this Article has no sort of reference to crimes of murder, forgery, or fraudulent bankruptcy, committed before the conclusion of this Definitive Treaty.

Article XXI. The contracting parties promise to observe sincerely and faithfully all the Articles contained in the present Treaty, and will not suffer any sort of counteraction, direct or indirect, to be made to it by their citizens, or respective subjects; and the contracting parties guarantee, generally and reciprocally, all the stipulations of the present Treaty.

Article XXII. The present Treaty to be ratified by the contracting parties in thirty days, or sooner, if possible, and the Ratifications shall be exchanged, in due form, at Paris.

In testimony whereof, we the undersigned Plenipotentiaries have signed with our hands, and in virtue of our respective full powers, the present Definitive Treaty, causing it to be sealed with our respective seals.

Done at Amiens, March 27, 1802, the 6th Germinal, in the year 10 of the French Republic.

(Signed)

(L. S.) CORNWALLIS.
(L. S.) JOSEPH BONAPARTE.
(L. S.) J. NICOLAS DE AZARA.
(L. S.) R. J. SCHIMMELPENNINCK.

SEPARATE ARTICLE.

It is agreed that the omission of some titles which may have
3 B taken

taken place in the present Treaty, shall not be prejudicial to the powers, or to the persons concerned.

It is further agreed, that the English and French languages made use of in all the copies of the present Treaty, shall not form an example, which may be alledged or quoted as a precedent, or in any manner prejudice the contracting powers whose languages have not been used; and that for the future, what has been observed, and ought to be observed, with regard to, and on the part of, Powers who are in the practice and possession of giving and receiving copies of like Treaties, in any other language, shall be conformed with; the present Treaty having nevertheless the same force and virtue, as if the aforesaid practice had been therein observed.

In witness whereof, we the underwritten Plenipotentiaries of his Britannic Majesty, of the French Republic, of his Catholic Majesty, and of the Batavian Republic, have signed the present separate Article, and have caused our respective seals to be affixed thereto.

Done at Amiens, March 27, 1802, the 6th Germinal, &c. (as above).

The Ratification of the Definitive Treaty, on the part of the French Government, was exchanged on the 18th of April; and on the part of Spain and the Batavian Republic on the 23d of April 1802.

Peace was proclaimed at London, with the usual formalities, on Thursday, April 29, 1802.

IV. TREATY OF PEACE AND AMITY

BETWEEN HIS BRITANNIC MAJESTY AND THE KING OF PRUSSIA.

Signed at Memel, 28th January 1807.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of Prussia, being equally desirous to terminate, in an amicable manner, and to settle, by a formal Treaty, the differences which have, for a short time, interrupted the relations of union and good understanding which had so long subsisted between them; their said Majesties have nominated, as their Plenipotentiaries to be employed in this important undertaking, namely, on the part of his Britannic Majesty, the Right Honourable John Hely Baron Hutchinson, a General of his army, and Knight of the most honourable military Order of the Bath; and on the part of his Prussian Majesty, the Sieur Frederic William De Zastrow, his Minister of State and Cabinet, Major-General of his armies, and Knight of the Orders of the Red Eagle and of Merit; who, after having communicated and exchanged their respective full powers, and found them in due form, have agreed upon the following Articles:—

Article I. There shall be, between their Britannic and Prussian Majesties, their heirs and successors, their kingdoms, provinces, and subjects, perpetual and inviolable peace, sincere union, and perfect friendship, to the end, that the temporary misunderstanding which has recently taken place, shall, from the present moment,

moment, be regarded as entirely at an end, and shall be buried in eternal oblivion.

Article II. The accommodation and the reconciliation between the two courts, having for their bases the renunciation, on the part of his Prussian Majesty, of the country of Hanover, his said Majesty relinquishes all right and title whatsoever to the actual and future possession of the Electoral Territories of his Britannic Majesty; and renounces, at the same time, all the pretensions which he had advanced to those States; and in case the events of the war would bring about the reoccupation of the Electorate of Hanover by the Prussian armies, his Majesty the King of Prussia engages not to take possession of the Electorate, but in the name of his Britannic Majesty, and immediately to re-establish the ancient form of civil government, and the ancient constituted authorities of his Britannic Majesty, which authorities shall be formally invested with the entire administration of affairs, in the name and for the advantage of their legitimate Sovereign.

Article III. The freedom of navigation and of commerce shall be restored to the subjects of his Prussian Majesty, as it formerly was in time of peace, and on the same footing as it was before the period of the late exclusion of the British flag from the rivers Ems, Weser, and Elbe. And his said Britannic Majesty having with this view already issued an order, bearing date the 19th of November 1806, to all officers commanding his ships of war, as well as to all privateers, not further to molest, detain, or bring in any Prussian vessels which they may meet at sea, provided their cargoes be innocent, and not prohibited by the laws of war, and that they be not bound to ports belonging to the enemies of Great Britain, or occupied by them, the said order shall continue to be observed, and to have effect in its full force and extent.

Article IV. And in pursuance of the above determination, his Britannic Majesty promises and engages to issue to his Admiralty, without delay, the necessary orders, that the merchant vessels, which, by the Proclamation of the 24th of September 1806, were subject to provisionary detention, shall be released and restored to their proprietors, with perfect liberty either to continue their voyage (if their place of destination be not prohibited), or otherwise to return to their own country.

Article V. The crews of all the Prussian vessels, detained or brought into British ports since the publication of the letters of marque, shall be set at liberty immediately after the conclusion of the present Treaty; and the British Government shall cause them to return, in the most direct and expeditious manner, into the dominions of his Prussian Majesty, to whatever places shall be hereafter agreed upon.

Article VI. His Majesty the King of Prussia engages not to impede, nor to allow any other power to impede, the free navigation of the subjects of his Britannic Majesty, in any of the ports of his dominions; but, on the contrary, to afford full liberty to the English flag to enter into, and to proceed from, the above-mentioned ports, in the same manner as before the late closing of the rivers Ems, Weser, and Elbe.

Article VII. The two high contracting parties mutually promise and engage, to invite the Emperor of all the Russias to take upon himself the guarantee of the renunciation, on the part of his

Prussian Majesty, of his rights and pretensions to the country of Hanover, as stipulated in the 2d Article of the present Treaty.

Article VIII. Every other subject of discussion or arrangement between the two courts is reserved for future amicable adjustment.

Article IX. The Ratifications, drawn up in due and proper form, shall be exchanged in the space of six weeks, or sooner, if possible, in case the present difficulty of communication should allow of it.

In faith of which the respective Plenipotentiaries have signed the present Treaty, and have hereunto affixed the seals of their arms.

Done at Memel, this 23th day of January 1807.

(L. S.) HUTCHINSON.

(L. S.) FREDERIC GUILLAUME DE ZASTROW.

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V. TREATY OF PEACE, FRIENDSHIP, AND ALLIANCE,
BETWEEN HIS BRITANNIC MAJESTY AND HIS CATHOLIC
MAJESTY, FERDINAND THE SEVENTH, SIGNED AT LON-
DON, THE 14TH DAY OF JANUARY 1809.

In the Name of the Most Holy and Undivided Trinity.

THE events which have taken place in Spain having terminated the state of hostility which unfortunately subsisted between the crowns of Great Britain and Spain, and united the arms of both against the common enemy, it seems good that the new relations which have been produced between two nations, now connected by common interest, should be regularly established and confirmed by a formal Treaty of Peace, Friendship, and Alliance: Wherefore, his Majesty the King of the united Kingdom of Great Britain and Ireland, and the Supreme and Central Junta of Spain and the Indies, acting in the name and on the behalf of his Catholic Majesty, Ferdinand VII. have constituted and appointed—That is to say, his Majesty the King of the united Kingdom of Great Britain and Ireland, the Right Honourable George Canning, one of his Majesty's Most Honourable Privy Council, and his Principal Secretary of State for Foreign Affairs; and the Supreme and Central Junta of Government of Spain and the Indies, acting in the name and on the behalf of his Catholic Majesty Ferdinand VII. Don Juan Ruiz De Apodaca, Commander of Vallaga and Algarga in the Military Order of Calatrava, Rear Admiral of the Royal Navy, named by the Supreme and Central Junta of Government of Spain and the Indies, as Envoy Extraordinary and Minister Plenipotentiary of his Catholic Majesty Ferdinand VII. to his Britannic Majesty, their Plenipotentiaries, to conclude and sign a Treaty of Peace, Friendship, and Alliance, who, having communicated their respective full powers, have agreed to and concluded the following Articles:—

Article I. There shall be between his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Catholic Majesty Ferdinand VII. King of Spain and of the Indies thereunto appertaining, and between all their kingdoms, states, dominions, and subjects, a Christian, stable, and inviolable peace; and a perpetual and sincere amity, and a strict alliance during the war against France; together with an entire and lasting oblivion of all acts of hostility done on either side, in the course of the late wars, in which they have been engaged against each other.

Article II.

Article II. To obviate all complaints and disputes which might arise on the subject of prizes, captured posterior to the Declaration published by his Britannic Majesty on the 4th of July of the last year, it has been mutually agreed, that the vessels and property taken posterior to the date of the said Declaration, in any seas or ports of the world, without any exception, and without any regard either to time or place, shall be restored by both parties. And, as the accidental occupation of any of the ports of the peninsula, by the common enemy, might occasion disputes respecting any vessels, which, in ignorance of such occupation, might direct their course to those ports from any other harbour, either of the peninsula or the colonies; and as cases may occur in which Spanish inhabitants of the said ports or provinces, so occupied by the enemy, may, with their property, endeavour to escape from his grasp; the high contracting parties have agreed that Spanish vessels, not aware of the enemy's occupation of any harbour which they are desirous to enter, or such as may succeed in making their escape from any harbour so occupied, shall not be captured, nor themselves nor their cargo be considered as a good prize; but, on the contrary, that they shall meet with every help and assistance from the naval power of his Britannic Majesty.

Article III. His Britannic Majesty engages to continue to assist, to the utmost of his power, the Spanish nation in their struggle against the tyranny and usurpation of France, and promises not to acknowledge any other King of Spain and of the Indies thereunto appertaining, than his Catholic Majesty Ferdinand VII. his heirs, or such lawful successor as the Spanish nation shall acknowledge; and the Spanish Government, in the name and on the behalf of his Catholic Majesty Ferdinand VII. engages never, in any case, to cede to France any part of the territories or possessions of the Spanish Monarchy, in any part of the world.

Article IV. The high contracting parties agree to make common cause against France; and not to make peace with that power, except by common consent.

Article V. The present Treaty shall be ratified by both parties, and the exchange of the ratification shall be made in the space of two months (or sooner if it can be done) in London.

In witness whereof, we, the undersigned Plenipotentiaries, have signed, in virtue of our respective full powers, the present Treaty of Peace, Friendship, and Alliance, and have sealed it with the seals of our arms.

Done at London, this fourteenth day of January, one thousand eight hundred and nine.

(L. S.) GEORGE CANNING.

FIRST SEPARATE ARTICLE.

The Spanish Government engages to take the most effectual measures for the preventing of the Spanish squadrons, in all the ports of Spain, as well as of the French squadron, taken in the month of June, and now in the harbour of Cadiz, from falling into the power of France. For which purpose, his Britannic Majesty engages to co-operate by all means in his power.

The present separate Article shall have the same force and validity, as if it were inserted, word for word, in the Treaty of Peace, Friendship, and Alliance, signed this day, and shall be ratified at the same time.

In witness whereof, we, the undersigned Plenipotentiaries, have signed, in virtue of our respective full powers, the present separate Article, and have sealed it with the seals of our arms.

Done at London, this fourteenth day of January, one thousand eight hundred and nine.

(L. S.) GEORGE CANNING.

SECOND SEPARATE ARTICLE.

A Treaty shall forthwith be negotiated, stipulating the amount and description of succours to be afforded by his Britannic Majesty, agreeably to the 3d Article of the present Treaty.

The present separate Article shall have the same force and validity, as if it were inserted, word for word, in the Treaty of Peace, Friendship, and Alliance, signed this day, and shall be ratified at the same time.

In witness whereof, we, the undersigned Plenipotentiaries, have signed, in virtue of our respective full powers, the present separate Article, and have sealed it with the seals of our arms.

Done at London, this fourteenth day of January, one thousand eight hundred and nine.

(L. S.) GEORGE CANNING.

ADDITIONAL ARTICLE.

The present circumstances not admitting of the regular negotiation of a Treaty of Commerce between the two countries, with all the care and consideration due to so important a subject, the high contracting parties mutually engage to proceed to such negotiation as soon as it shall be practicable to do so, affording, in the mean time, mutual facilities to the Commerce of the subjects of each other, by temporary regulations founded on principles of reciprocal utility.

The present additional Article shall have the same force and validity, as if it were inserted, word for word, in the Treaty of Peace, Friendship, and Alliance, signed at London, the fourteenth day of January, one thousand eight hundred and nine.

In witness whereof, we, the undersigned Plenipotentiaries, have signed, in virtue of our respective full powers, the present additional Article, and have sealed it with the seals of our arms.

Done at London, this twenty-first day of March, one thousand eight hundred and nine.

(L. S.) GEORGE CANNING.

VI. TREATY OF FRIENDSHIP AND ALLIANCE

BETWEEN HIS BRITANNIC MAJESTY AND HIS ROYAL HIGHNESS THE PRINCE REGENT OF PORTUGAL, SIGNED AT RIO DE JANEIRO.

Article 1. There shall be a perpetual, firm, and unalterable friendship, defensive alliance, and strict and inviolable union, between his Majesty the King of the United Kingdom of Great Britain and Ireland, his heirs and successors, on the one part, and his Royal Highness the Prince Regent of Portugal, his heirs and successors, on the other part; as also between and amongst their respective kingdoms, dominions, provinces, countries, and subjects, so that the high contracting parties shall constantly employ, as well

well their utmost attention, as all those means which Almighty Providence has put in their power, for preserving the public tranquillity and security, for maintaining their common interests, and for their mutual defence and guarantee against every hostile attack, the whole in conformity to the Treaties already subsisting between the high contracting parties, the stipulations of which, so far as the points of alliance and friendship are concerned, shall remain in entire force and vigour, and shall be deemed to be renewed by the present Treaty, in their fullest interpretation and extent.

Article II. In consequence of the engagement contracted by the preceding article, the two high contracting parties shall always act in concert for the maintenance of peace and tranquillity; and in case that either of them should be threatened with a hostile attack by any power whatever, they shall employ its most earnest and effectual good offices, either for preventing hostilities, or for procuring just and complete satisfaction to the injured party.

Article III. In conformity with this declaration, his Britannic Majesty agrees to renew and confirm, and does hereby renew and confirm to his Royal Highness the Prince Regent of Portugal, the engagement contained in the 6th Article of the Convention, signed by their respective Plenipotentiaries in London, on the 22d day of October 1807, which article is hereunto subjoined, with the omission only of the words, "previously to his departure for Brazil," which words immediately followed the words, "which his Royal Highness may establish in Portugal."

"The seat of the Portuguese Monarchy being established in Brazil, his Britannic Majesty promises in his own name, and in that of his heirs and successors, never to acknowledge, as King of Portugal, any prince other than the heir and representative of the royal house of Braganza; and his Majesty also engages to renew and maintain with the Regency (which his Royal Highness may establish in Portugal) the relations of friendship which have so long united the Crowns of Great Britain and Portugal."

And the two high contracting parties do also renew and confirm the additional articles relating to the island of Madeira, signed in London, on the 16th day of March 1808, and engage faithfully to execute such of them as remain to be executed.

Article IV. His Royal Highness the Prince Regent of Portugal renews and confirms to his Britannic Majesty the engagement which has been made in his royal name, to make good all and several losses and defalcations of property sustained by the subjects of his Britannic Majesty, in consequence of the various measures which the Court of Portugal was unwillingly obliged to take in the month of November 1807. And this article is to be carried into full effect as soon as possible after the exchange of the ratifications of the present treaty.

Article V. It is agreed, that in case it should appear that any losses or injuries in point of property have been sustained, either by the Portuguese Government, or by the subjects of his Royal Highness the Prince Regent of Portugal, in consequence of the state of public affairs at the time of the amicable occupation of Goa by the troops of his Britannic Majesty, the said losses and injuries shall be duly investigated, and that upon due proof thereof, they shall be made good by the British Government.

Article VI. His Royal Highness the Prince Regent of Portugal, preserving a grateful remembrance of the service and assistance

ance which his Crown and family have received from the royal navy of England, being convinced that it has been by the powerful exertions of that navy, in support of the rights and independence of Europe, that the most effectual barrier has hitherto been opposed to the ambition and injustice of other states; and desiring to give a proof of confidence and perfect friendship to his true and ancient ally, the King of the United Kingdom of Great Britain and Ireland, is pleased to grant to his Britannic Majesty the privilege of causing timber, for the purpose of building ships of war, to be purchased and cut down in the woods, forests, and chases of Brazil (excepting in royal forests, which are appointed for the use of the Portuguese navy), together with permission to cause ships of war to be built, equipped, or repaired, within the ports and harbours of that empire, a previous application and notice being made in each instance (for form's sake) to the court of Portugal, which shall immediately appoint an officer of the royal navy to assist and attend upon these occasions. And it is expressly declared and promised, that these privileges shall not be granted to any other nation or state whatsoever.

Article VII. It is stipulated and agreed by the present Treaty, that if at any time a squadron or number of ships of war should be sent by either of the high contracting parties for the succour and assistance of the other, the party receiving the succour and assistance shall, at its own proper charge and expense, furnish the said squadron or ships of war (so long as they may be actually employed for its benefit, protection, or service) with the articles of fresh beef, vegetables, and fuel, in the same proportion in which those articles are usually supplied to its own ships of war, by the party so granting the succour and assistance. And this agreement is agreed to be reciprocally binding on each of the high contracting parties.

Article VIII. Whereas it is stipulated by former Treaties between Great Britain and Portugal, that in times of peace the ships of war of the former power that may be admitted at any one time into any port belonging to the other, shall not exceed the number six, his Royal Highness the Prince Regent of Portugal, confiding in the faith and permanency of his alliance with his Britannic Majesty, is pleased to abrogate and annul this restriction altogether, and to declare, that henceforward, any number of ships whatever belonging to his Britannic Majesty, may be admitted at one time into any port belonging to his Royal Highness the Prince Regent of Portugal. And it is further stipulated that this privilege shall not be granted to any other nation or state whatever, whether in return for any other equivalent, or in virtue of any subsequent treaty or agreement, it being solely founded upon the principles of the unexampled amity and confidence which have during so many ages subsisted between the Crowns of Great Britain and Portugal. And it is further agreed and stipulated, that transports *bona fide* such, and actually employed on the service of either of the high contracting parties, shall be treated within the ports of the other on the same footing as if they were ships of war.

His Britannic Majesty does also agree on his part to permit any number of ships belonging to his Royal Highness the Prince Regent of Portugal to be admitted at one time into any port of his Britannic Majesty's dominions, and there to receive succour and assistance if necessary, and be otherwise treated as the ships of the most favour-
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ed nation : this engagement being also reciprocal between the two high contracting parties.

Article IX. The Inquisition or tribunal of the Holy Office not having been hitherto established or recognized in Brazil, his Royal Highness the Prince Regent of Portugal, guided by an enlightened and liberal policy, takes the opportunity afforded by the present Treaty to declare spontaneously, in his own name, and in that of his heirs and successors, that the Inquisition shall not hereafter be established in the South American dominions of the Crown of Portugal.

And his Britannic Majesty, in consequence of this declaration on the part of his Royal Highness the Prince Regent of Portugal, does on his part engage and declare, that the fifth article of the treaty of one thousand six hundred and fifty-four, in virtue of which certain exemptions from the authority of the Inquisition are exclusively granted to British subjects, shall be considered as null, and having no effect in the South American dominions of the Crown of Portugal. And his Britannic Majesty consents that this abrogation of the fifth article of the treaty of one thousand six hundred and fifty-four, shall also extend to Portugal, upon the abolition of the Inquisition in that country, by the command of his Royal Highness the Prince Regent, and generally to all other parts of his Royal Highness's dominions where he may hereafter abolish that tribunal.

Article X. His Royal Highness the Prince Regent of Portugal being fully convinced of the injustice and impolicy of the Slave Trade, and of the great disadvantages which arise from the necessity of introducing and continually renewing a foreign and factitious population for the purpose of labour and industry within his South American dominions, has resolved to co-operate with his Britannic Majesty in the cause of humanity and justice, by adopting the most efficacious means for bringing about a gradual abolition of the Slave Trade throughout the whole of his dominions. And actuated by this principle, his Royal Highness the Prince Regent of Portugal engages that his subjects shall not be permitted to carry on the Slave Trade on any part of the coast of Africa, not actually belonging to his Royal Highness's dominions, in which that trade has been discontinued and abandoned by the powers and states of Europe, which formerly traded there, reserving however to his own subjects the right of purchasing and trading in slaves within the African dominions of the Crown of Portugal. It is however to be distinctly understood, that the stipulations of the present article are not to be considered as invalidating or otherwise affecting the rights of the Crown of Portugal to the territories of Cabinda and Molembo (which rights have formerly been questioned by the Government of France), nor as limiting or restraining the commerce of Ajuda and other ports in Africa (situated upon the coast commonly called in the Portuguese language the *Costa da Mina*), belonging to or claimed by the Crown of Portugal ; his Royal Highness the Prince Regent of Portugal being resolved not to resign or forego his just and legitimate pretensions thereto, nor the rights of his subjects to trade with those places exactly in the same manner as they have hitherto done.

Article XI. The mutual exchange of ratifications of the present treaty shall take place in the city of London within the space of four months, or sooner if possible, to be computed from the day of the signature thereof.

In

In witness whereof we the undersigned, Plenipotentiaries of his Britannic Majesty and of his Royal Highness the Prince Regent of Portugal, in virtue of our respective full powers, have signed the present treaty with our hands, and have caused the seals of our arms to be set thereto.

Done in the city of Rio de Janeiro, the 19th February 1810.

(L. S.) STRANGFORD.

(L. S.) CONDE DE LINHARES.

VII. TREATY OF PEACE

BETWEEN HIS BRITANNIC MAJESTY, AND HIS MAJESTY THE EMPEROR OF ALL THE RUSSIAS.

Article I. There shall be, between his Majesty the Emperor of all the Russias, and his Majesty the King of the United Kingdom of Great Britain and Ireland, their heirs and successors, and between their kingdoms and subjects respectively, a firm, true, and inviolable peace, and a sincere and perfect union and amity; so that, from this moment, all subjects of disagreement that may have subsisted between them shall cease.

Article II. The relations of amity and commerce between the two countries shall be re-established, on each side, on the footing of the most favoured nations.

Article III. If, in resentment of the present re-establishment of peace and good understanding between the two countries, any power whatsoever shall make war upon his Imperial Majesty, or his Britannic Majesty, the two contracting Sovereigns agree to act in support of each other, for the maintenance and security of their respective kingdoms.

Article IV. The two high contracting parties reserve to themselves to establish a proper understanding and adjustment, as soon as possible, with respect to all matters which may concern their eventual interests, political as well as commercial.

Article V. The present Treaty shall be ratified by the two contracting parties, and the ratifications shall be exchanged in six weeks, or sooner, if possible.

And for the due performance of the same, we sign, in virtue of our full powers, and have signed, the present Treaty of Peace, and have thereunto affixed our seals.

Done at Orebro, the 6th (18th) July 1812.

(L. S.) EDWARD THORNTON.

(L. S.) SUCHTELEN.

Ratified Aug. 1, 1812. (L. S.) PAUL BARON DE NICOLAY.

(L. S.) ALEXANDER.

(L. S.) COUNT ROMANZOW.

VIII. TREATY OF PEACE

BETWEEN HIS BRITANNIC MAJESTY, AND HIS MAJESTY THE KING OF SWEDEN, DONE AT OREBRO, THE 18TH JULY, 1812.

Article I. There shall be between their Majesties the King of Sweden and the King of the United Kingdom of Great Britain and Ireland, their heirs and successors, and between their subjects, kingdoms,

kingdoms, and states, respectively, a firm, true, and inviolable peace, and a sincere and perfect union and friendship; so that, from this moment, every subject of misunderstanding that may have subsisted between them, shall be regarded as entirely ceased and destroyed.

Article II. The relations of friendship and commerce between the two countries, shall be re-established on the footing whereon they stood on the 1st of January 1791; and all Treaties and Conventions subsisting between the two states at that epoch, shall be regarded as renewed and confirmed; and are accordingly, by the present Treaty, renewed and confirmed.

Article III. If, in resentment of the present pacification, and the re-establishment of the good intercourse between the two countries, any power whatsoever make war upon Sweden, his Majesty the King of the United Kingdom of Great Britain and Ireland engages to take measures, in concert with his Majesty the King of Sweden, for the security and independence of his states.

Article IV. The present Treaty shall be ratified by the two contracting parties, and the ratifications exchanged within six weeks, or sooner, if possible.

In faith whereof, we, the undersigned, in virtue of our full powers, have signed the present Treaty, and thereunto affixed our seals.

Done at Orebro, the 18th July 1812.

(L. S.) EDWARD THORNTON.

(L. S.) BARON D'ENGERSTROM.

(L. S.) BARON DE WETTERSTEDT.

IX. TREATY

BETWEEN GREAT BRITAIN AND SWEDEN.

In the Name of the most Holy and undivided Trinity.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland, and his Majesty the King of Sweden, equally animated with the desire of drawing closer the ties of friendship and good intelligence which so happily subsist between them, and penetrated with the urgent necessity of establishing with each other a close concert for the maintenance of the independence of the North, and in order to accelerate the so much wished for epocha of a general peace, have agreed to provide for this twofold object by the present Treaty. For this purpose they have chosen for their plenipotentiaries, namely, his Royal Highness the Prince Regent, in the name and on behalf of his Majesty the King of the United Kingdom of Great Britain and Ireland, the Honourable Alexander Hope, major-general of his Majesty's armies; and Edward Thornton, esquire, his envoy extraordinary and minister plenipotentiary to his Majesty the King of Sweden; and his Majesty the King of Sweden, Lawrence Count d'Engerstrom, one of the lords of the Kingdom of Sweden, minister of state and for foreign affairs, chancellor of the University of Lund, knight commander of the King's Orders, knight of the Royal Order of Charles XIII. Great Eagle of the Legion of Honour of France; and Gustavus Baron de Wetterstedt, chancellor of the court, commander of the Order of the Polar Star, one of the eighteen of the Swedish Academy;

who,

who, after having exchanged their respective full powers, found in good and due form, have agreed upon the following articles:—

Article I. His Majesty the King of Sweden engages to employ a corps of not less than 30,000 men, in a direct operation upon the Continent against the common enemies of the two high contracting parties. This army shall act in concert with the Russian troops placed under the command of his Royal Highness the Prince Royal of Sweden, according to stipulations to this effect already existing between the courts of Stockholm and St. Petersburg.

Article II. The said courts having communicated to his Britannic Majesty the engagements subsisting between them, and having formally demanded his said Majesty's accession thereto, and his Majesty the King of Sweden having, by the stipulations contained in the preceding article, given a proof of the desire which animates him to contribute also on his part to the success of the common cause; his Britannic Majesty being desirous in return to give an immediate and unequivocal proof of his resolution to join his interests to those of Sweden and Russia, promises and engages by the present Treaty to accede to the conventions already existing between those two powers, insomuch that his Britannic Majesty will not only not oppose any obstacle to the annexation and union in perpetuity of the kingdom of Norway as an integral part, to the kingdom of Sweden, but also will assist the views of his Majesty the King of Sweden to that effect, either by his good offices, or by employing, if it should be necessary, his naval co-operation in concert with the Swedish or Russian forces. It is, nevertheless, to be understood, that recourse shall not be had to force for effecting the union of Norway to Sweden, unless his Majesty the King of Denmark shall have previously refused to join the alliance of the North, upon the conditions stipulated in the engagements subsisting between the courts of Stockholm and St. Petersburg; and his Majesty the King of Sweden engages, that this union shall take place with every possible regard and consideration for the happiness and liberty of the people of Norway.

Article III. In order to give more effect to the engagements contracted by his Majesty the King of Sweden, in the first article of the present Treaty, which have for object direct operations against the common enemies of the two powers, and in order to put his Swedish Majesty in a state to begin without loss of time, and as soon as the season shall permit, the said operations, his Britannic Majesty engages to furnish to his Majesty the King of Sweden (independently of other succours which general circumstances may place at his disposal) for the service of the campaign of the present year, as well as for the equipment, the transport, and maintenance of his troops, the sum of one million sterling, payable at London, monthly, to the agent who shall be authorized by his Swedish Majesty to receive the same, in such manner as not to exceed the payment of £200,000 sterling each month, until the whole shall be paid.

Article IV. It is agreed between the two high contracting parties, that an advance, of which the amount and the time of payment shall be determined between them, and which is to be deducted from the million before stipulated, shall be made to his Majesty the King of Sweden for the "*mise en campagne*," and for the first march of the troops; the remainder of the before-mentioned succours are to commence from the day of the landing of the

the Swedish army, as it is stipulated by the two high contracting parties in the first article of the present Treaty.

Article V. The two high contracting parties being desirous of giving a solid and lasting guarantee to their relations, as well political as commercial, his Britannic Majesty, animated with a desire to give to his ally evident proofs of his sincere friendship, consents to cede to his Majesty the King of Sweden, and to his successors to the crown of Sweden, in the order of succession established by his said Majesty, and the States-general of his kingdom, under date the 26th of September 1810, the possessions of Guadaloupe in the West Indies, and to transfer to his Swedish Majesty all the rights of his Britannic Majesty over that island, in so far as his said Majesty actually possesses the same. This colony shall be given up to the commissioners of his Majesty the King of Sweden, in the course of the month of August of the present year, or three months after the landing of the Swedish troops on the continent; the whole to take place according to the conditions agreed upon between the two high contracting parties, in the separate article annexed to the present Treaty.

Article VI. As a reciprocal consequence of what has been stipulated in the preceding article, his Majesty the King of Sweden engages to grant, for the space of twenty years, to take date from the exchange of the ratifications of the present Treaty, to the subjects of his Britannic Majesty, the right of entrepôt in the ports of Gottenburg, Carlsham, and Stralsund (whenever this last-mentioned place shall return under the Swedish dominion), for all commodities, productions, or merchandize, whether of Great Britain or of her colonies, laden on board British or Swedish vessels. The said commodities or merchandize, whether they be of such kind as may be introduced, and subject to duty in Sweden, or whether their introduction be prohibited, shall pay, without distinction, as duty of entrepôt, one per cent. *ad valorem*, upon entry, and the same upon discharge. As to every other particular relating to this object, the general regulations existing in Sweden shall be conformed to, treating always the subjects of his Britannic Majesty upon the footing of the most favoured nations.

Article VII. From the day of the signature of the present Treaty, his Majesty the King of the united kingdom of Great Britain and Ireland, and his Majesty the King of Sweden, reciprocally promise not to separate their mutual interests, and particularly those of Sweden which are referred to in the present Treaty, in any negotiation whatever with their common enemies.

Article VIII. The ratifications of the present Treaty shall be exchanged at Stockholm within four weeks, or sooner, if possible.

In faith of which, we the undersigned, in virtue of our full powers, have signed the present Treaty, and have affixed thereto the seals of our arms.

Done at Stockholm, the 3d of March 1813.

(L. S.) ALEXANDER HOPE.
(L. S.) EDWARD THORNTON.
(L. S.) LE COMPTE D'ENGERSTROM.
(L. S.) G. BARON DE WETTENSTEDT.

X. TREATY OF PEACE

BETWEEN HIS BRITANNIC MAJESTY, AND HIS MAJESTY
THE KING OF DENMARK.

Article I. From the moment of the signature of the present Treaty, there shall be peace and friendship between their Majesties the King of the United Kingdom of Great Britain and Ireland, and the King of Denmark, and between their respective kingdoms, states, and subjects, in all parts of the world. All hostilities between them shall cease, and all prizes taken from the subjects of the respective nations shall be considered as null from the day of the signature of the present Treaty, and shall be restored on both sides to their respective owners.

Article II. The respective prisoners of war shall, immediately after the ratification of the present Treaty, be restored *en masse*, on payment on both sides of the private debts which they shall have contracted.

Article III. His Majesty the King of the United Kingdom of Great Britain and Ireland consents to restore to his Danish Majesty all the possessions and colonies which have been conquered by the British arms in this present war, except the Island of Heligoland, which his Britannic Majesty reserves to himself with full and unlimited sovereignty.

Article IV. The restoring of the colonies shall be performed according to the same rules and principles which were laid down when his Britannic Majesty gave up to his Danish Majesty these same colonies in the year 1801. With regard to the Island of Anholt, it is agreed that it shall be given back one month after the ratification of the present Treaty, unless the season, and the difficulty of navigation, should present insurmountable obstacles.

Article V. His Britannic Majesty having stipulated with his allies, the Emperor of Russia, the King of Sweden, and the King of Prussia, not to conclude either armistice or peace with their common enemies, but by mutual consent, it is understood, that the peace, re-established by the present Treaty, and by the Treaty signed this day between the King of Denmark and the King of Sweden, shall in consequence be extended to the above-mentioned allies, by the means of negotiations, the which shall be entered upon as soon as possible, his Britannic Majesty engaging himself to employ his good offices with his allies, in order that their respective relations with his Danish Majesty may be renewed upon the same footing as they were before the war.

His Danish Majesty, relying with full confidence on the good offices of their Britannic and Swedish Majesties, for the purpose, as soon as possible, of restoring the peaceable and friendly connexions between his Majesty the Emperor of Russia and King of Prussia, as they were before the war, consents to make all hostilities towards the allies of Great Britain and Sweden immediately cease. All prizes which have been made since this Treaty has been signed, shall be restored; his Danish Majesty relying on a complete reciprocity in this respect.

Article VI. His Danish Majesty consents to take an active part with the allied powers in the present war against France, and to furnish ten thousand men, which corps is to be attached to the army of the north of Germany, and under the immediate command of his Royal Highness the Crown Prince of Sweden, to be placed
on

on the same footing, and to be treated in every respect in the same manner as the Swedish troops, which constitute a part of the said army, his Britannic Majesty engaging himself to pay to his Danish Majesty, for the maintenance of the said troops, a certain sum, to be provided for every month in this present year, in the proportion of £400,000 sterling a-year, from the day on which they are placed under the command of the Swedish Crown Prince. This corps shall be always kept up to its full complement, which may be ascertained by a commissary named for that purpose on the part of his Britannic Majesty.

It is however understood by the high contracting parties, that these payments are to cease from the time his Britannic Majesty shall declare such troops not to be required for the good of the common cause, or by the conclusion of a general peace. A proper time shall be allowed, concerning which an amicable arrangement shall be made, for the troops to return to his Danish Majesty's dominions.

Article VII. The commercial relations between the subjects of the high contracting parties shall again return to the usual order, as existing before the present war began. They moreover reciprocally agree to adopt measures, as soon as possible, for giving the same greater force and extent.

Article VIII. His Majesty the King of the United Kingdom of Great Britain and Ireland, and the British nation, being extremely desirous of totally abolishing the Slave Trade, the King of Denmark engages to co-operate with his said Majesty for the completion of so beneficent a work, and to prohibit all his subjects, in the most effectual manner, and by the most solemn laws, from taking any share in such trade.

Article IX. The two high contracting parties oblige themselves reciprocally not to conclude any Peace or Truce with France, but by mutual consent.

Article X. Whereas his Danish Majesty, in virtue of the Treaty of Peace this day concluded with the King of Sweden, has ceded Norway to his said Majesty for a certain provided indemnity, his Britannic Majesty, who thus has seen his engagements contracted with Sweden in this respect fulfilled, promises, in concert with the King of Sweden, to employ his good offices with the allied powers, at the general Peace, to obtain for Denmark a proper indemnity for the cession of Norway.

Article XI. The sequestrations which have been laid, by either of the contracting parties, on property not already confiscated or condemned, shall be raised immediately after the ratification of this Treaty.

Article XII. His Majesty the King of Sweden having engaged, by the 6th Article of the Treaty of alliance with his Britannic Majesty, concluded at Stockholm the 3d of March 1813, to grant, for a period of twenty years, to be computed from the exchange of the ratifications of the said Treaty, to the subjects of his Britannic Majesty, the privileges of depôt in the port of Stralsund, of all articles being the growth or manufacture of Great Britain, or of her colonies, on paying a duty of one per cent. *ad valorem* on such articles and merchandize on import and export; his Majesty the King of Denmark promises to fulfil, in his new character of Sovereign of Swedish Pomerania, the said stipulation, by substituting Danish for Swedish bottoms.

Article XIII. All the ancient Treaties of peace and commerce between the former Sovereigns of England and Denmark are hereby renewed in their full extent, so far as they are not contradictory to the stipulations of the present Treaty.

Article XIV. This treaty of peace shall be ratified by the two high contracting parties; the ratifications to be exchanged at Kiel within one month, or sooner if practicable.

In witness whereof, we the undersigned, by virtue of our full powers, have signed the present Treaty of peace, and thereto affixed the seal of our arms.

Done at Kiel, the 14th January 1814.

(L. S.) EDWARD THORNTON.
(L. S.) EDMUND BOURKE.

**XI. DEFINITIVE TREATY OF PEACE AND AMITY
BETWEEN HIS BRITANNIC MAJESTY, AND HIS MOST CHRISTIAN
MAJESTY, SIGNED AT PARIS THE 30TH DAY OF
MAY 1814.**

In the Name of the most Holy and undivided Trinity.

HIS Majesty the King of the United Kingdom of Great Britain and Ireland and his allies on the one part, and his Majesty the King of France and of Navarre on the other part, animated by an equal desire to terminate the long agitations of Europe, and the sufferings of mankind, by a permanent peace, founded upon a just repartition of force between its states, and containing in its stipulations the pledge of its durability; and his Britannic Majesty, together with his allies, being unwilling to require of France, now that, replaced under the paternal government of her Kings, she offers the assurance of security and stability to Europe, the conditions and guarantees which they had with regret demanded from her former government, their said Majesties have named Plenipotentiaries to discuss, settle, and sign, a Treaty of peace and amity.

Article I. There shall be from this day forward perpetual peace and friendship between his Britannic Majesty and his allies on the one part, and his Majesty the King of France and Navarre on the other, their heirs and successors, their dominions and subjects respectively. The high contracting parties shall devote their best attention to maintain not only between themselves, but in as much as depends upon them, between all the states of Europe, that harmony and good understanding which are so necessary to their tranquillity.

Article II. The Kingdom of France retains its limits entire, as they existed on the 1st of January 1792. It shall further receive the increase of territory comprised within the line established by the following article:—

Article III. On the side of Belgium, Germany, and Italy, the ancient frontiers shall be re-established as they existed the 1st January 1792, extending from the North Sea, between Dunkirk and Nieuport, to the Mediterranean, between Cagnes and Nice, with the following modifications:—

1. In the department of Jemappes, the Cantons of Dour, Merbes-le-Chateau, Beaumont, and Chimay, shall belong to France; where the line of demarcation comes in contact with the Canton of
Dour,

Dour, it shall pass between that Canton and those of Boussu and Paturage, and likewise further on it shall pass between the Canton of Merbes-le-Chateau and those of Bink and Thuin.

2. In the department of Sambre and Meuse, the Cantons of Walcourt, Florennes, Beauraing, and Gedinne, shall belong to France; where the demarcation reaches that department, it shall follow the line which separates the said Cantons from the department of Jemappes, and from the remaining Cantons of the department of Sambre and Meuse.

3. In the department of the Moselle, the new demarcation, at the point where it diverges from the old line of frontier, shall be formed by a line to be drawn from Perle to Fremersdorff, and by the limit which separates the Canton of Tholey from the remaining Cantons of the said department of the Moselle.

4. In the department of La Sarre, the Cantons of Saarbruck and Arneval shall continue to belong to France, as likewise the portion of the Canton of Lebach which is situated to the south of a line drawn along the confines of the villages of Herchenbach, Ueberhofen, Hilsbach, and Hall (leaving these different places out of the French frontier), to the point where, in the neighbourhood of Querselle (which place belongs to France), the line which separates the Cantons of Arneval and Lebach. The frontier on this side shall be formed by the line above described, and afterwards by that which separates the Canton of Arneval from that of Bliescastel.

5. The fortress of Landau having before the year 1792 formed an insulated point in Germany, France retains beyond her frontiers a portion of the departments of Mount Tonnerre and of the Lower Rhine, for the purpose of uniting the said fortress and its radius to the rest of the kingdom.

The new demarcation, from the point in the neighbourhood of Obersteinbach (which place is left out of the limits of France), where the boundary between the department of the Moselle and that of Mount Tonnerre reaches the department of the Lower Rhine, shall follow the line which separates the Cantons of Weisenbourg and Bergzabern (on the side of France), from the Cantons of Permasens Dahn, and Annweiler (on the side of Germany), as far as the point near the village of Vollmersheim where that line touches the ancient radius of the fortress of Landau. From this radius, which remains as it was in 1792, the new frontier shall follow the arm of the river De La Queich, which, leaving the said radius at Queichheim (that place remaining to France), flows near the villages of Merlenheim, Knittelsheim, and Belheim (these places also belonging to France), to the Rhine, which from thence shall continue to form the boundary of France and Germany.

The main stream (Thalweg) of the Rhine shall constitute the frontier; provided, however, that the changes which may hereafter take place in the course of that river shall not affect the property of the islands. The right of possession in these islands shall be re-established as it existed at the signature of the Treaty of Luneville.

6. In the department of the Doubs, the frontier shall be so regulated as to commence above the Ranconniere, near Locle, and follow the Crest of Jura, between the Cerneux, Pequinot, and the village of Fontenelles, as far as the peak of that mountain situated about seven or eight thousand feet to the north-west of the village of La Brevine, where it shall again fall in with the ancient boundary of France.

7. In the department of the Leman, the frontiers between the French territory, the Pays de Vaud, and the different portions of the territory of the Republic of Geneva, which is to form part of Switzerland, remain as they were before the incorporation of Geneva with France: but the Cantons of Frangy and of St. Julien (with the districts situated to the north of a line drawn from the point where the river of La Lavie enters the territory of Geneva, near Chancy, following the confines of Sesequin, Laconex, and Seseneuve, which shall remain out of the limits of France), the Canton of Reignier, with the exception of the portion to the east of a line which follows the confines of the Muraz Bussy, Pers, and Cornier, which shall be out of the French limits, and the Canton of La Roche (with the exception of the places called La Roche, and Armanoy, with their districts), shall remain to France. The frontier shall follow the limits of these different Cantons, and the line which separates the districts continuing to belong to France from those which she does not retain.

8. In the department of Mont Blanc, France acquires the sub-prefecture of Chambéry, with the exception of the Cantons L'Hopital, St. Pierre d'Albigny, La Rocelle, and Mont Melian, and the sub-prefecture of Annecy, with the exception of the portion of the Canton of Faverges, situated to the east of a line passing between Ourchaise and Marlens, on the side of France, and Marthod and Ugine on the opposite side, and which afterwards follows the crest of the mountains as far as the frontier of the Canton of Thonnes; this line, together with the limit of the Cantons before mentioned, shall on this side form the new frontier.

On the side of the Pyrenees, the frontiers between the two kingdoms of France and Spain remain such as they were the 1st January 1792, and a joint commission shall be named on the part of the two Crowns, for the purpose of finally determining the line.

France, on her part, renounces all rights of sovereignty, suzeraineté, and of possession, over all the countries, districts, towns, and places, situated beyond the frontier above described, the principality of Monaco being replaced on the same footing on which it stood before the 1st January 1792.

The allied powers assure to France the possession of the principality of Avignon, of the Comtat Venaissien, of the Comte of Montbelliard, together with the several insulated territories which formerly belonged to Germany, comprehended within the frontier above described, whether they have been incorporated with France before or after the 1st January 1792. The powers reserve to themselves reciprocally to fortify any point in their respective states which they may judge necessary for their security.

To prevent all injury to private property, and protect, according to the most liberal principles, the property of individuals domiciliated on the frontiers, there shall be named, by each of the states bordering on France, commissioners, who shall proceed, conjointly with French commissioners, to the delineation of the respective boundaries.

As soon as the commissioners shall have performed their task, maps shall be drawn, signed by the respective commissioners, and posts shall be placed to point out the reciprocal boundaries.

Article IV. To secure the communications of the town of Geneva with other parts of the Swiss territory situated on the lake, France consents that the road to Versoy shall be common to the

two countries. The respective governments shall amicably arrange the means for preventing smuggling, regulating the posts, and maintaining the said road.

Article V. The navigation of the Rhine, from the point where it becomes navigable unto the sea, and *vice versa*, shall be free, so that it can be interdicted to no one: and at the future congress, attention shall be paid to the establishment of the principles according to which the duties to be raised by the states bordering on the Rhine may be regulated, in the mode the most impartial, and the most favourable to the commerce of all nations.

The future congress, with a view to facilitate the communication between nations, and continually to render them less strangers to each other, shall likewise examine and determine in what manner the above provision can be extended to other rivers, which, in their navigable course, separate or traverse different states.

Article VI. Holland, placed under the sovereignty of the House of Orange, shall receive an increase of territory. The title and exercise of that sovereignty shall not in any case belong to a prince wearing, or destined to wear, a foreign crown.

The states of Germany shall be independent, and united by a federative bond.

Switzerland, independent, shall continue to govern herself.

Italy, beyond the limits of the countries which are to revert to Austria, shall be composed of sovereign states.

Article VII. The Island of Malta and its dependencies shall belong in full right and sovereignty to his Britannic Majesty.

Article VIII. His Britannic Majesty, stipulating for himself and his allies, engages to restore to his most Christian Majesty, within the term which shall be hereafter fixed, the colonies, fisheries, factories, and establishments of every kind, which were possessed by France on the 1st January 1792, in the seas, and on the Continents of America, Africa, and Asia, with the exception, however, of the islands of Tobago and St. Lucia, and of the Isle of France and its dependencies, especially Rodrigues and Les Sechelles, which several colonies and possessions his most Christian Majesty cedes, in full right and sovereignty, to his Britannic Majesty, and also the portion of St. Domingo ceded to France by the Treaty of Basle, and which his most Christian Majesty restores in full right and sovereignty to his Catholic Majesty.

Article IX. His Majesty the King of Sweden and Norway, in virtue of the arrangements stipulated with the allies, and in execution of the preceding Article, consents that the Island of Guadeloupe be restored to his most Christian Majesty, and gives up all the rights he may have acquired over that island.

Article X. Her most faithful Majesty, in virtue of the arrangements stipulated with her allies, and in execution of the 8th Article, engages to restore French Guyana, as it existed on the 1st of January 1792, to his most Christian Majesty, within the term hereafter fixed.

The renewal of the dispute which existed at that period on the subject of the frontier, being the effect of this stipulation, it is agreed that that dispute shall be terminated by a friendly arrangement between the two courts, under the mediation of his Britannic Majesty.

Article XI. The places and forts in those colonies and settlements, which by virtue of the 8th, 9th, and 10th Articles, are to be

be restored to his most Christian Majesty, shall be given up in the state in which they may be at the moment of the signature of the present Treaty.

Article XII. His Britannic Majesty guarantees to the subjects of his most Christian Majesty, the same facilities, privileges, and protection, with respect to commerce, and the security of their persons and property within the limits of the British sovereignty on the Continent of India, as are now, or shall be, granted to the most favoured nations.

His most Christian Majesty, on his part, having nothing more at heart than the perpetual duration of peace between the two crowns of England and of France, and wishing to do his utmost to avoid any thing which might affect their mutual good understanding, engages not to erect any fortifications in the establishments which are to be restored to him within the limits of the British sovereignty upon the Continent of India, and only to place in those establishments the number of troops necessary for the maintenance of the police.

Article XIII. The French right of fishery upon the Great Bank of Newfoundland, upon the coasts of the island of that name, and of the adjacent islands in the Gulf of St. Lawrence, shall be replaced upon the footing in which it stood in 1792.

Article XIV. Those colonies, factories, and establishments, which are to be restored to his most Christian Majesty, by his Britannic Majesty, or his allies, in the Northern Seas, or in the seas on the Continents of America and Africa, shall be given up within the three months, and those which are beyond the Cape of Good Hope, within the six months which follow the ratification of the present Treaty.

Article XV. The high contracting parties having, by the 4th Article of the Convention of the 23d of April last, reserved to themselves the right of disposing, in the present Definitive Treaty of Peace, of the arsenals and ships of war, armed and unarmed, which may be found in the maritime places restored by the 2d Article of the said Convention, it is agreed that the said vessels and ships of war, armed and unarmed, together with the naval ordnance and naval stores, and all materials for building and equipment, shall be divided between France and the countries where the said places are situated, in the proportion of two-thirds for France, and one-third for the power to whom the said places shall belong. The ships and vessels on the stocks, which shall not be launched within six weeks after the signature of the present Treaty, shall be considered as materials, and after being broken up, shall be, as such, divided in the same proportions.

Commissioners shall be named on both sides to settle the division, and draw up a statement of the same, and passports, or safe conducts, shall be granted by the allied powers for the purpose of securing the return into France of the workmen, seamen, and others in the employment of France.

The vessels and arsenals existing in the maritime places which were already in the power of the allies before the 23d of April, and the vessels and arsenals which belonged to Holland, and especially the fleet in the Texel, are not comprised in the above stipulations.

The French government engages to withdraw, or to cause to be sold, every thing which shall belong to it by the above stipulations, within

within the space of three months after the division shall have been carried into effect.

Antwerp shall, for the future, be solely a commercial port.

Article XVI. The high contracting parties, desirous to bury in entire oblivion the dissensions which have agitated Europe, declare and promise that no individual, of whatever rank or condition he may be, in the countries restored or ceded by the present Treaty, shall be prosecuted, disturbed, or molested, in his person or property, under any pretext whatsoever, either on account of his conduct or political opinions, his attachment either to any of the contracting parties, or to any government which has ceased to exist, or for any other reason, except for debts contracted towards individuals, or acts posterior to the date of the present Treaty.

Article XVII. The native inhabitants and aliens, of whatever nation or condition they may be, in those countries which are to change sovereigns, as well in virtue of the present Treaty as of the subsequent arrangements to which it may give rise, shall be allowed a period of six years, reckoning from the exchange of the ratifications, for the purpose of disposing of their property, if they think fit, whether it be acquired before or during the present war; and retiring to whatever country they may choose.

Article XVIII. The allied powers, desirous to offer his most Christian Majesty a new proof of their anxiety to arrest, as far as in them lies, the bad consequences of the disastrous epoch fortunately terminated by the present peace, renounce all the sums which their governments claim from France, whether on account of contracts, supplies, or any other advances whatsoever, to the French government, during the different wars which have taken place since 1792.

His most Christian Majesty, on his part, renounces every claim which he might bring forward against the allied powers, on the same grounds. In the execution of this article, the high contracting parties engage reciprocally to deliver up all titles, obligations, and documents, which relate to the debts they have mutually cancelled.

Article XIX. The French government engages to liquidate and pay all debts it may be found to owe in countries beyond its own territory, on account of contracts or other formal engagements between individuals or private establishments and the French authorities, as well for supplies as in satisfaction of legal engagements.

Article XX. The high contracting parties, immediately after the exchange of the ratifications of the present Treaty, shall name commissioners to direct and superintend the execution of the whole of the stipulations contained in the 18th and 19th Articles. These commissioners shall undertake the examination of the claims referred to in the preceding Articles, the liquidation of the sums claimed, and the consideration of the manner in which the French government may propose to pay them. They shall also be charged with the delivery of the titles, bonds, and the documents relating to the debts which the high contracting parties mutually cancel, so that the approval of the result of their labours shall complete that reciprocal renunciation.

Article XXI. The debts which in their origin were specially mortgaged upon the countries no longer belonging to France, or were contracted for the support of their internal administration, shall remain at the charge of the said countries. Such of those debts

debts as have been converted into inscriptions in the great book of the public debt of France, shall accordingly be accounted for with the French government after the 22d December 1813.

The deeds of all those debts which have been prepared for inscription, and have not yet been entered, shall be delivered to the governments of the respective countries. The statement of all these debts shall be drawn up and settled by a joint commission.

Article XXII. The French government shall remain charged with the reimbursement of all sums paid by the subjects of the said countries into the French coffers, whether under the denomination of surety, deposit, or consignment. In like manner, all French subjects employed in the service of the said countries, who have paid sums under the denomination of surety, deposit, or consignment, into their respective territories, shall be faithfully reimbursed.

Article XXIII. The functionaries, holding situations requiring securities, who are not charged with the expenditure of public money, shall be reimbursed at Paris, with the interest by fifths, and by the year, dating from the signature of the present Treaty. With respect to those who are accountable, this reimbursement shall commence, at the latest, six months after the presentation of their accounts, except only in cases of malversation. A copy of the last account shall be transmitted to the government of their countries, to serve for their information and guidance.

Article XXIV. The judicial deposits and consignments upon the "*caisse d'amortissement*" in the execution of the law of 28 Nivose, year 13 (18th January 1805), and which belong to the inhabitants of the countries France ceases to possess, shall, within the space of one year from the exchange of the ratifications of the present Treaty, be placed in the hands of the authorities of the said countries, with the exception of those deposits and consignments interesting French subjects, which last will remain in the "*caisse d'amortissement*," and will only be given up on the production of the vouchers resulting from the decisions of competent authorities.

Article XXV. The funds deposited by the corporations and public establishments in the "*caisse de service*," and in the "*caisse d'amortissement*," or other "*caisse* of the French government," shall be reimbursed by fifths, payable from year to year, to commence from the date of the present Treaty; deducting the advances which have taken place, and subject to such regular charges as may have been brought forward against these funds by the creditors of the said corporations, and the said public establishments.

Article XXVI. From the first day of January 1814, the French government shall cease to be charged with the payment of pensions, civil, military, and ecclesiastical, pensions for retirement, and allowances for reduction, to any individual who shall cease to be a French subject.

Article XXVII. National domains, acquired for valuable considerations, by French subjects, in the late departments of Belgium, and of the left bank of the Rhine, and the Alps beyond the ancient limits of France, and which now cease to belong to her, shall be guaranteed to the purchasers.

Article XXVIII. The abolition of the "*droits d'aubaine*," "*de detraction*," and other duties of the same nature, in the countries which

which have reciprocally made that stipulation with France, or which have been formerly incorporated, shall be expressly maintained.

Article XXIX. The French government engages to restore all bonds, and other deeds, which may have been seized in the provinces occupied by the French armies or administrations; and in cases where such restitution cannot be effected, these bonds and deeds become and continue void.

Article XXX. The sums which shall be due for all works of public utility not yet finished, or finished after 31st December 1812, whether on the Rhine or in the departments detached from France by the present Treaty, shall be placed to the account of the future possessors of the territory, and shall be paid by the commission charged with the liquidation of the debts of that country.

Article XXXI. All archives, maps, plans, and documents whatever, belonging to the ceded countries, or respecting their administration, shall be faithfully given up at the same time with the said countries: or if that should be impossible, within a period not exceeding six months after the cession of the countries themselves.

This stipulation applies to the archives, maps, and plates, which may have been carried away from the countries during their temporary occupation by the different armies.

Article XXXII. All the powers engaged on either side in the present war, shall, within the space of two months, send Plenipotentiaries to Vienna, for the purpose of regulating, in general congress, the arrangements which are to complete the provisions of the present Treaty.

Article XXXIII. The present Treaty shall be ratified, and the ratifications shall be exchanged, within the period of fifteen days, or sooner if possible.

In witness whereof the respective Plenipotentiaries have signed and affixed to it the seals of their arms.

Done at Paris the thirtieth day of May, in the year of our Lord one thousand eight hundred and fourteen.

(L. S.) CASTLEREAGH.

(L. S.) ABERDEEN.

(L. S.) CATHCART.

(L. S.) CHARLES STEWART, Lieut-Gen.

(L. S.) LE PRINCE DE BENEVENT

ADDITIONAL ARTICLES.

Article I. His most Christian Majesty, concurring, without reserve, in the sentiments of his Britannic Majesty, with respect to a description of traffic repugnant to the principles of natural justice, and of the enlightened age in which we live, engages to unite all his efforts to those of his Britannic Majesty, at the approaching congress, to induce all the powers of Christendom to decree the abolition of the Slave Trade, so that the said trade shall cease definitively, under any circumstances, on the part of the French government, in the course of five years; and that during the said period, no slave-merchant shall import or sell slaves, except in the colonies of the state of which he is a subject.

Article II. The British and French governments shall name without delay, commissioners to liquidate the accounts of their respective expences for the maintenance of prisoners of war, in order to determine the manner of paying the balance which shall appear in favour of one or the other of the two powers.

Article III. The respective prisoners of war, before their departure from the place of their detention, shall be obliged to discharge the private debts they may have contracted, or shall at least give sufficient security for the amount.

Article IV. Immediately after the ratification of the present Treaty of Peace, the sequesters which since the year 1792 (one thousand seven hundred and ninety-two) may have been laid on the funds, revenues, debts, or any other effects, of the high contracting parties, or their subjects, shall be taken off. The commissioners mentioned in the 2d Article shall undertake the examination of the claims of his Britannic Majesty's subjects upon the French government, for the value of the property, moveable or immoveable, illegally confiscated by the French authorities, as also for the total or partial loss of their debts or other property, illegally detained under sequester since the year 1792 (one thousand seven hundred and ninety-two).

France engages to act towards British subjects in this respect, in the same spirit of justice which the French subjects have experienced in Great Britain; and his Britannic Majesty, desiring to concur in the new pledge which the allied powers have given to his most Christian Majesty, of their desire to obliterate every trace of that disastrous epoch, happily terminated by the present peace, engages on his part, when complete justice shall be rendered to his subjects, to renounce the whole amount of the balance which shall appear in his favour for support of the prisoners of war, so that the ratification of the report of the above commissioners, and the discharge of the sums due to British subjects, as well as the restitution of the effects which shall be proved to belong to them, shall complete the renunciation.

Article V. The two high contracting parties, desiring to establish the most friendly relations between their respective subjects, reserve to themselves and promise to come to a mutual understanding and arrangement as soon as possible, upon their commercial interests, with a view of encouraging and increasing the prosperity of their respective states. The present additional articles shall have the same force and validity as if they were inserted word for word in the Treaty patent of this day. They shall be ratified, and the ratification shall be exchanged at the same time.

In witness whereof the respective Plenipotentiaries have signed and affixed to them the seals of their arms.

Done at Paris the thirtieth day of May, in the year of our Lord one thousand eight hundred and fourteen.

(L. S.) CASTLEREAGH.

(L. S.) ABERDEEN.

(L. S.) CATHCART.

(L. S.) CHARLES STEWART, Lieut.-Gen.

(L. S.) LE PRINCE DE BENEVENT.

XII. TREATY OF FRIENDSHIP AND ALLIANCE

BETWEEN HIS BRITANNIC MAJESTY, AND HIS CATHOLIC MAJESTY FERDINAND VII., SIGNED AT MADRID.

Article I. There shall be in future a strict and intimate alliance between his Majesty the King of the United Kingdom of Great Britain and Ireland, and his Catholic Majesty, their heirs and successors;

cessors; and in consequence of this intimate union, the high contracting parties shall endeavour to forward, by all possible means, their respective interests. His Britannic Majesty and his Catholic Majesty declare, however, that in drawing closer the ties so happily subsisting between them, their object is by no means to injure any other state.

Article II. The present alliance shall in no way derogate from the Treaties and alliances which the high contracting parties may have with other powers, it being understood that the said Treaties be not contrary to the friendship and good understanding, which it is the object of the present Treaty to cement and perpetuate.

Article III. It having been agreed, by the Treaty signed at London on the 14th of January 1809, to proceed to the negotiation of a Treaty of commerce between Great Britain and Spain, as soon as it should be practicable so to do; and the two high contracting parties, desiring mutually to protect and extend the commerce between their respective subjects, promise to proceed without delay to the formation of a definitive arrangement of commerce.

Article IV. In the event of the commerce of the Spanish American possessions being opened to foreign nations, his Catholic Majesty promises that Great Britain shall be admitted to trade with those possessions as the most favoured nation.

Article V. The present Treaty shall be ratified, and the ratifications shall be exchanged, within forty days, or sooner, if possible.

In witness whereof, we, the undersigned Plenipotentiaries, have signed, in virtue of our respective full powers, the present Treaty of friendship and alliance, and have sealed it with the seals of our arms.

Done at Madrid the 5th of July 1814.

(L. S.) H. WELLESLEY.

ADDITIONAL ARTICLE.

It is agreed that pending the negotiation of a new Treaty of commerce, Great Britain shall be admitted to trade with Spain upon the same conditions as those that existed previously to the year 1796, all the Treaties of commerce which at that period subsisted between the two nations being hereby ratified and confirmed.

Done at Madrid the 28th August 1814.

(L. S.) H. WELLESLEY.

XIII. CONVENTION

BETWEEN GREAT BRITAIN AND THE UNITED NETHERLANDS, SIGNED AT LONDON THE 13TH AUGUST 1814.

Article I. His Britannic Majesty engages to restore to the Prince Sovereign of the United Netherlands, within the term which shall be hereafter fixed, the colonies, factories, and establishments, which were possessed by Holland, at the commencement of the late war, viz. on the 1st January 1803, in the Seas and on the Continents of America, Africa, and Asia, with the exception of the Cape of Good Hope, and the settlements of Demerara, Essequibo, and Berbice, of which possessions the high contracting parties reserve to themselves the right to dispose of, by a supplementary Convention hereafter to be negotiated, according to their mutual interests, and especially with reference to the provisions contained in the 6th

and 9th Articles of the Treaty of Peace, signed between his Britannic Majesty and his most Christian Majesty, on the 30th May 1814.

Article II. His Britannic Majesty agrees to cede in full sovereignty the Island of Banca, in the Eastern Seas, to the Prince Sovereign of the Netherlands, in exchange for the settlement of Cochin and its dependencies on the coast of Malabar, which is to remain in full sovereignty to his Britannic Majesty.

Article III. The places and forts in the colonies and settlements, which, by virtue of the two preceding articles, are to be ceded and exchanged by the two high contracting parties, shall be given up in the state in which they may be at the moment of the signature of the present Convention.

Article IV. His Britannic Majesty guarantees to the subjects of his Royal Highness the Prince Sovereign of the United Netherlands, the same facilities, privileges, and protection, with respect to commerce, and the security of their property and persons, within the limits of the British sovereignty on the Continent of India, as are now, or shall be, granted to the most favoured nations.

His Royal Highness the Prince Sovereign, on his part, having nothing more at heart than the perpetual duration of peace between the crown of England and the United Netherlands, and wishing to do his utmost to avoid any thing which might affect their mutual good understanding, engages not to erect any fortifications in the establishments which are to be restored to him, within the limits of the British sovereignty upon the Continent of India, and only to place in those establishments the number of troops necessary for the maintenance of the police.

Article V. Those colonies, factories, and establishments, which are to be ceded to his Royal Highness the Sovereign Prince of the United Netherlands by his Britannic Majesty, in the Seas or on the Continent of America, shall be given up within three months, and those which are beyond the Cape of Good Hope within the six months, which follow the ratification of the present Convention.

Done at London the 13th August 1814.

(L. S.) CASTLEREAGH.
(L. S.) H. FAGEL.

FIRST ADDITIONAL ARTICLE.

The Prince Sovereign of the Netherlands agrees to cede in full sovereignty to his Britannic Majesty the Cape of Good Hope, and the settlements of Demerara, Essequibo, and Berbice, upon the condition, nevertheless, that the subjects of the said Sovereign Prince, being proprietors in the said colonies or settlements, shall be at liberty (under such regulations as may hereafter be agreed upon in a supplementary Convention) to carry on trade between the said settlements and the territories in Europe of the said Sovereign Prince.

It is also agreed between the two high contracting parties, that the ships of every kind belonging to Holland shall have permission to resort freely to the Cape of Good Hope, for the purposes of refreshment and repairs, without being liable to other charges than such as British subjects are required to pay.

SECOND ADDITIONAL ARTICLE.

The small district of Bernagore, situated close to Calcutta, being requisite

requisite to the due preservation of the peace and police of that city; the Prince of Orange agrees to cede the said district to his Britannic Majesty, upon a payment of such sum annually to his Royal Highness, as may be considered by commissioners, to be appointed by the respective governments, to be just and reasonable, with reference to the profits or revenue usually derived by the Dutch government from the same.

Done at London the 13th August 1814.

(L. S.) CASTLEREAGH.
(L. S.) H. FAGEL.

XIV. CONVENTION

BETWEEN HIS BRITANNIC MAJESTY AND HIS MAJESTY
THE KING OF SWEDEN.

Article I. His Britannic Majesty agrees to pay, and his Swedish Majesty to accept, the sum of twenty-four millions of livres, in full discharge and satisfaction of his claims under the 9th article of the Treaty of Paris, by which the Belgic provinces shall be incorporated with Holland as aforesaid.

Article II. It is agreed and understood, that the above arrangement being contingent upon the due execution of the engagements contained in the Treaty of Paris, his Swedish Majesty's rights to compensation from his Britannic Majesty and his allies, shall not be prejudiced by any failure or non-fulfilment of the engagements in question, but shall continue in full force and effect, unless otherwise satisfied, as if this convention had not been made.

Done at London the 13th August 1814.

(L. S.) CASTLEREAGH.
(L. S.) G. M. DE REHAUSEN.

XV. TREATY OF PEACE

BETWEEN GREAT BRITAIN AND THE UNITED STATES.

Article I. There shall be a firm and universal Peace between his Britannic Majesty and the United States, and between their respective countries, territories, cities, towns, and people of every degree, without exception of places or persons. All hostilities, both by sea and land, shall cease as soon as this Treaty shall have been ratified by both parties, as hereinafter mentioned. All territory, places, and possessions whatsoever, taken by either party from the other during the war, or which may be taken after the signing of this Treaty, excepting only the Islands hereafter mentioned, shall be restored without delay, and without causing any destruction, or carrying away any of the artillery, or other public property, originally captured in the said forts or places, and which shall remain therein, upon the exchange of the ratification of this Treaty, or any slaves, or other private property; and all archives, records, deeds, and papers, either of a public, or belonging to private persons, which in the course of the war may have fallen into the hands of the officers of either party, shall be, as far as may be practicable, forthwith restored and delivered to the proper authorities and persons to whom they respectively belong. Such of the Islands in the Bay of Passamaquoddy as are claimed

by both parties shall remain in the possession of the party in whose occupation they may be at the time of the exchange of the ratifications of this Treaty, until the decision respecting the title to the said Islands shall have been made in conformity with the Fourth Article of this Treaty. No disposition made by this Treaty, as to such possession of the islands and territories claimed by both parties, shall in any manner whatever be construed to affect the right of either.

Article II. Immediately after the ratifications of this Treaty by both parties, as hereinafter mentioned, orders shall be sent to the armies, squadrons, officers, subjects, and citizens of the two powers, to cease from all hostilities; and to prevent all causes of complaint which might arise on account of the prizes which may be taken at sea after the said ratifications of this Treaty, it is reciprocally agreed, that all vessels and effects which may be taken after the space of twelve days from the said ratifications, upon all parts of the coast of North America, from the latitude of twenty-three degrees north, to the latitude of fifty degrees north, and as far eastward in the Atlantic Ocean as the thirty-sixth degree of west longitude, from the meridian of Greenwich, shall be restored on each side; that the same shall be thirty days in all other parts of the Atlantic Ocean north of the equinoctial line, or equator, and the same time for the British and Irish Channels, for the Gulf of Mexico, and all parts of the West Indies; forty days for the North Seas, for the Baltic, and for all parts of the Mediterranean; sixty days for the Atlantic Ocean, south of the equator, as far as the latitude of the Cape of Good Hope; ninety days for every other part of the world, south of the equator; and one hundred and twenty days for all other parts of the world, without exception.

Article III. All prisoners of war taken on either side, as well by land as by sea, shall be restored as soon as practicable after the ratifications of this Treaty, as hereinafter, on their paying the debts which they may have contracted during their captivity. The two contracting parties respectively engage to discharge in specie the advances which may have been made by the other for the sustenance and maintenance of such prisoners.

Article IV. Whereas it was stipulated, by the Second Article of the Treaty of Peace of 1783, between his Britannic Majesty and the United States of America, that the boundary of the United States should comprehend "All Islands within twenty leagues of any part of the shores of the United States, and lying between lines to be drawn due east from the points where the aforesaid boundaries between Nova Scotia on the one part, and East Florida on the other, shall respectively touch the Bay of Fundy and the Atlantic Ocean, excepting such Islands as now are, or heretofore have been, within the limits of Nova Scotia," and whereas the several Islands in the Bay of Passamaquoddy, which is part of the Bay of Fundy, and the Island of Grand Menan, in the said Bay of Fundy, are claimed by the United States, as being comprehended within their aforesaid boundaries, which said Islands are claimed as belonging to his Britannic Majesty, as having been at the time of, and previous to the aforesaid Treaty of 1783, within the limits of the province of Nova Scotia; in order, therefore, finally to decide upon these claims, it is agreed that they shall be referred to two commissioners, to be appointed in the following manner:—viz. one commissioner shall be appointed by his Britannic Majesty,

Majesty, and one by the President of the United States, by and with the advice and consent of the Senate thereof; and the said two commissioners so appointed shall be sworn impartially to examine and decide upon the said claims, according to such evidence as shall be laid before them, on the part of his Britannic Majesty and of the United States respectively. The said commissioners shall meet at St. Andrews, in the province of New Brunswick, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall, by a declaration or report under their hands and seals, decide to which of the two contracting parties the several Islands aforesaid do respectively belong, in conformity with the true intent of the said Treaty of Peace of 1783; and if the said commissioners shall agree in their decision, both parties shall consider such decision as final and conclusive. It is further agreed, that, in the event of the two commissioners differing upon all or any of the matters so referred to them, or in the event of both or either of the said commissioners refusing or declining, or wilfully omitting to act as such, they shall make, jointly or separately, report or reports, as well to the Government of his Britannic Majesty, as to that of the United States, stating in detail the points upon which they differ, and the grounds upon which their respective opinions have been formed, or the grounds upon which they or either of them have so refused, declined, or omitted to act. And his Britannic Majesty and the Government of the United States hereby agree, to refer the report or reports of the said commissioners to some friendly sovereign or state to be then named for that purpose, and who shall be requested to decide on the differences which may be stated in the said report or reports, or upon the report of one commissioner, together with the grounds upon which the other commissioner shall have refused, declined, or omitted to act, as the case may be. And if the commissioner so refusing, declining, or omitting to act, shall also wilfully omit to state the grounds upon which he has so done, in such manner that the said statement may be referred to such friendly sovereign or state, together with the report of such other commissioner, then such sovereign or state shall decide *ex parte* upon the said report alone; and his Britannic Majesty and the Government of the United States engage to consider the decision of such friendly sovereign or state to be final and conclusive on all the matters so referred.

Article V. Whereas neither that point of the Highlands lying due north from the source of the river St. Croix, designated in the former Treaty of Peace between the two powers as the north-west angle of Nova Scotia, nor the north-westernmost head of Connecticut River, have yet been ascertained; and whereas that part of the boundary line between the dominions of the two powers which extends from the source of the river St. Croix, directly north to the above-mentioned north-west angle of Nova Scotia, thence along the said Highlands which divide those rivers that empty themselves into the river St. Lawrence, from those which fall into the Atlantic Ocean, to the north-westernmost head of Connecticut River, thence down along the middle of that river, to the forty-fifth degree of north latitude, thence by a line due west on said latitude, until it strikes the river Iroquois, on Cataraguy, has not yet been surveyed, it is agreed, that for these several purposes two commissioners shall be appointed, sworn, and authorized to act exactly in the

manner directed with respect to those mentioned in the next preceding Article. The said commissioners shall meet at St. Andrews, in the province of New Brunswick, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall have power to ascertain and determine the points above mentioned, in conformity with the provisions of the said Treaty of Peace of 1783; and shall cause the boundary aforesaid, from the source of the river St. Croix to the river Iroquois or Cataraguy, to be surveyed and marked, according to the said provisions. The said commissioners shall make a map of the said boundary, and annexed to it a declaration under their hands and seals, certifying it to be the true map of the said boundary, and particularising the latitude and longitude of the north-west angle of Nova Scotia, of the north-westernmost head of Connecticut River, and of such other points of the said boundary as they may deem proper; and both parties agree to consider such map and declaration as finally and conclusively fixing the said boundary; and in the event of the said two commissioners differing, or both or either of them refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them, or either of them, and such reference to a friendly sovereign or state shall be made in all respects as in the latter part of the Fourth Article is contained, and in as full a manner as if the same was herein repeated.

Article VI. Whereas by the former Treaty of Peace, that portion of the boundary of the United States, from the point where the forty-fifth degree of north latitude strikes the river Iroquois, or Cataraguy, to the Lake Superior, was declared to be "Along the middle of said river into Lake Ontario, through the middle of said lake, until it strikes the communication by water between that lake and Lake Erie, thence along the middle of said communication into Lake Erie, through the middle of said lake, until it arrives at the water-communication into the Lake Huron, thence through the middle of said lake, to the water-communication between that lake and Lake Superior;" and whereas doubts have arisen what was the middle of the said river, lakes, and water-communications, and whether certain islands lying in the same were within the dominions of his Britannic Majesty or of the United States—in order, therefore, finally to decide these doubts, they shall be referred to two commissioners, to be appointed, sworn, and authorised to act, exactly in the manner directed with respect to those mentioned in the next preceding Article, unless otherwise specified in this present Article. The said commissioners shall meet, in the first instance, at Albany, in the state of New York, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall, by a report or declaration under their hands and seals, designate the boundary through the said river, lakes, and water-communications, and decide to which of the two contracting parties the several islands lying within the said rivers, lakes, and water-communications do respectively belong, in conformity with the true intent of the said Treaty of 1783; and both parties agree to consider such designation and decision as final and conclusive. And in the event of the two said commissioners differing, or both or either of them refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them,

or

or either of them, and such reference to a friendly sovereign or state, shall be made in all respects as in the latter part of the fourth Article is contained, and in as full a manner as if the same was herein repeated.

Article VII. It is further agreed, that the said two last-mentioned commissioners, after they shall have executed the duties assigned to them in the preceding Article, shall be, and they are hereby authorised upon their oaths, impartially to fix and determine, according to the true intent of the said Treaty of Peace of 1763, that part of the boundary between the dominions of the two powers which extends from the water-communication between Lake Huron and Lake Superior, to the most western point of the Lake of the Woods; to decide to which of the two parties the several islands lying in the lakes, water-communications, and rivers forming the said boundary, do respectively belong, in conformity to the true intent of the said Treaty of Peace of 1763, and to cause such parts of the said boundary as require it, to be surveyed and marked. The said commissioners shall, by a report or declaration under their hands and seals, designate the boundary aforesaid, state their decision on the points thus referred to them, and particularise the latitude and longitude of the most north-western point of the Lake of the Woods, and of such other parts of the said boundary as they may deem proper. And both parties agree to consider such designation and decision as final and conclusive. And in the event of the said two commissioners differing, or both or either of them refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them, or either of them, and such reference to a friendly sovereign or state, shall be made in all respects as in the latter part of the fourth Article is contained, and in as full a manner as if the same was herein repeated.

Article VIII. The several boards of two commissioners, mentioned in the four preceding articles, shall respectively have power to employ a secretary, and such surveyors, or other persons, as they shall judge necessary. Duplicates of all their respective reports, declarations, statements, and decisions, and of their accounts, and of the journal of their proceedings, shall be delivered by them to the agents of his Britannic Majesty, and to the agents of the United States who may be respectively appointed and authorized to manage the business on behalf of their respective governments. The said commissioners shall be respectively paid in such manner as shall be agreed between the two contracting parties, such agreement being to be settled at the time of the exchange of the ratifications of this Treaty—and all other expences attending the said commissioners shall be defrayed equally by the two parties. And in the case of death, sickness, resignation, or necessary absence, the place of every such commissioner respectively shall be supplied in the same manner as such commissioner was first appointed, and the new commissioner shall take the same oath or affirmation, and do the same duties. It is further agreed betwixt the two contracting parties, that in case any of the islands mentioned in any of the preceding Articles, which were in the possession of one of the parties prior to the commencement of the present war between the two countries, should, by the decision of any of the boards of commissioners aforesaid, or of the sovereign or state so referred to, as in the four next preceding Articles contained, fall within the dominions of the other party, all grants of land made previous to the

manner directed with respect to those mentioned in the next preceding Article. The said commissioners shall meet at St. Andrews, in the province of New Brunswick, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall have power to ascertain and determine the points above mentioned, in conformity with the provisions of the said Treaty of Peace of 1783; and shall cause the boundary aforesaid, from the source of the river St. Croix to the river Iroquois or Cataraguy, to be surveyed and marked, according to the said provisions. The said commissioners shall make a map of the said boundary, and annexed to it a declaration under their hands and seals, certifying it to be the true map of the said boundary, and particularising the latitude and longitude of the north-west angle of Nova Scotia, of the north-westernmost head of Connecticut River, and of such other points of the said boundary as they may deem proper; and both parties agree to consider such map and declaration as finally and conclusively fixing the said boundary; and in the event of the said two commissioners differing, or both or either of them refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them, or either of them, and such reference to a friendly sovereign or state shall be made in all respects as in the latter part of the Fourth Article is contained, and in as full a manner as if the same was herein repeated.

Article VI. Whereas by the former Treaty of Peace, that portion of the boundary of the United States, from the point where the forty-fifth degree of north latitude strikes the river Iroquois, or Cataraguy, to the Lake Superior, was declared to be "Along the middle of said river into Lake Ontario, through the middle of said lake, until it strikes the communication by water between that lake and Lake Erie, thence along the middle of said communication into Lake Erie, through the middle of said lake, until it arrives at the water-communication into the Lake Huron, thence through the middle of said lake, to the water-communication between that lake and Lake Superior;" and whereas doubts have arisen what was the middle of the said river, lakes, and water-communications, and whether certain islands lying in the same were within the dominions of his Britannic Majesty or of the United States—in order, therefore, finally to decide these doubts, they shall be referred to two commissioners, to be appointed, sworn, and authorised to act, exactly in the manner directed with respect to those mentioned in the next preceding Article, unless otherwise specified in this present Article. The said commissioners shall meet, in the first instance, at Albany, in the state of New York, and shall have power to adjourn to such other place or places as they shall think fit. The said commissioners shall, by a report or declaration under their hands and seals, designate the boundary through the said river, lakes, and water-communications, and decide to which of the two contracting parties the several islands lying within the said rivers, lakes, and water-communications do respectively belong, in conformity with the true intent of the said Treaty of 1783; and both parties agree to consider such designation and decision as final and conclusive. And in the event of the two said commissioners differing, or both or either of them refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them,
or

or either of them, and such reference to a friendly sovereign or state, shall be made in all respects as in the latter part of the fourth Article is contained, and in as full a manner as if the same was herein repeated.

Article VII. It is further agreed, that the said two last-mentioned commissioners, after they shall have executed the duties assigned to them in the preceding Article, shall be, and they are hereby authorised upon their oaths, impartially to fix and determine, according to the true intent of the said Treaty of Peace of 1763, that part of the boundary between the dominions of the two powers which extends from the water-communication between Lake Huron and Lake Superior, to the most western point of the Lake of the Woods; to decide to which of the two parties the several islands lying in the lakes, water-communications, and rivers forming the said boundary, do respectively belong, in conformity to the true intent of the said Treaty of Peace of 1763, and to cause such parts of the said boundary as require it, to be surveyed and marked. The said commissioners shall, by a report or declaration under their hands and seals, designate the boundary aforesaid, state their decision on the points thus referred to them, and particularise the latitude and longitude of the most north-western point of the Lake of the Woods, and of such other parts of the said boundary as they may deem proper. And both parties agree to consider such designation and decision as final and conclusive. And in the event of the said two commissioners differing, or both or either of them refusing, declining, or wilfully omitting to act, such reports, declarations, or statements, shall be made by them, or either of them, and such reference to a friendly sovereign or state, shall be made in all respects as in the latter part of the fourth Article is contained, and in as full a manner as if the same was herein repeated.

Article VIII. The several boards of two commissioners, mentioned in the four preceding articles, shall respectively have power to employ a secretary, and such surveyors, or other persons, as they shall judge necessary. Duplicates of all their respective reports, declarations, statements, and decisions, and of their accounts, and of the journal of their proceedings, shall be delivered by them to the agents of his Britannic Majesty, and to the agents of the United States who may be respectively appointed and authorized to manage the business on behalf of their respective governments. The said commissioners shall be respectively paid in such manner as shall be agreed between the two contracting parties, such agreement being to be settled at the time of the exchange of the ratifications of this Treaty—and all other expences attending the said commissioners shall be defrayed equally by the two parties. And in the case of death, sickness, resignation, or necessary absence, the place of every such commissioner respectively shall be supplied in the same manner as such commissioner was first appointed, and the new commissioner shall take the same oath or affirmation, and do the same duties. It is further agreed betwixt the two contracting parties, that in case any of the islands mentioned in any of the preceding Articles, which were in the possession of one of the parties prior to the commencement of the present war between the two countries, should, by the decision of any of the boards of commissioners aforesaid, or of the sovereign or state so referred to, as in the four next preceding Articles contained, fall within the dominions of the other party, all grants of land made previous to the

the commencement of the war, by the party having had such possession, shall be as valid as if such island, or islands, had by such decision or decisions been adjudged to be within the dominions of the party having had such possession.

Article IX. The United States of America engage to put an end, immediately after the ratification of the present Treaty, to hostilities with all the tribes or nations of Indians with whom they may be at war at the time of such ratification, and forthwith to restore to such tribes or nations respectively, all the possessions, rights, and privileges, which they may have enjoyed, or been entitled to, in 1811, previous to such hostilities. Provided always that such tribes or nations shall agree to desist from all hostilities against the United States of America, their citizens, and subjects, upon the ratification of the present Treaty being notified to such tribes or nations, and shall so desist accordingly. And his Britannic Majesty engages on his part, to put an end, immediately after the ratification of the present Treaty, to hostilities with all the tribes or nations of Indians, with whom he may be at war at the time of such ratification, and forthwith to restore to such tribes or nations respectively, all the possessions, rights, and privileges which they may have enjoyed, or been entitled to, in 1811, previous to such hostilities. Provided always that such tribes or nations shall agree to desist from all hostilities against his Britannic Majesty and his subjects, upon the ratification of the present Treaty being notified to such tribes or nations, and shall so desist accordingly.

Article X. Whereas the traffic in slaves is irreconcilable with the principles of humanity and justice, and whereas both his Majesty and the United States are desirous of continuing their efforts to promote its entire abolition, it is hereby agreed that both the contracting parties shall use their best endeavours to accomplish so desirable an object.

Article XI. This Treaty, when the same shall have been ratified on both sides, without alteration by either of the contracting parties, and the ratifications mutually exchanged, shall be binding on both parties, and the ratifications shall be exchanged at Washington in the space of four months from this day, or sooner, if practicable. In faith whereof, we, the respective plenipotentiaries, have signed this Treaty, and have thereunto affixed our seals.

Done in triplicate, at Ghent, the twenty-fourth day of December, one thousand eight hundred and fourteen.

(L. S.) GAMBIER.	(L. S.) J. A. BAYARD.
(L. S.) H. GOULBOURN.	(L. S.) H. CLAY.
(L. S.) WM. ADAMS.	(L. S.) JOHN RUSSELL.
(L. S.) JOHN Q. ADAMS.	(L. S.) ALB. GALLATIN

XVI. NEW TREATY OF THE ALLIED POWERS.

The following Treaty was concluded on the 25th of March, between Russia, Austria, Prussia, and Great Britain, in consequence of the entrance of Napoleon Bonaparte into France:—

In the Name of the Holy and undivided Trinity :

Their Majesties the Emperor of all the Russias, the Emperor of Austria, the King of Prussia, and the King of the United Kingdom of Great Britain and Ireland, considering the consequences which the entrance of Bonaparte into France, and the present situation of that kingdom, may have with respect to the security of Europe,

Europe, have determined, in these weighty circumstances, to carry into effect the principles consecrated in the Treaty of Chaumont. They have therefore agreed, by a solemn Treaty, mutually signed by each of the four powers, to renew the engagement that they will defend the so happily restored order of things in Europe against all violation, and to adopt the most effectual measures for carrying this engagement into effect, and also to give it that necessary extension which existing circumstances imperiously demand.

(Here follow the appointments, in the usual form, of the different plenipotentiaries whose names are undersigned.)

Article I. The high contracting powers solemnly engage to unite the resources of their respective states, for the maintenance of the Treaty of Peace concluded at Paris on the 30th of May 1814, as well as that of the Congress of Vienna—to carry into full effect the dispositions contained in these Treaties—inviolably to observe their ratified and subscribed agreements, according to their full import—to defend them against every attack, and especially against the projects of Napoleon Bonaparte. Towards this end they bind themselves, should the King of France desire it, and in the spirit of the Declaration issued on the 13th of March, with common consent and mutual agreement, to bring to justice all such as may have already joined, or shall hereafter join, the party of Napoleon, in order to compel him to relinquish his projects, and to render him incapable in future of disturbing the tranquillity of Europe and the general peace, under the protection of which the rights, the freedom, and the independence of nations have been established and secured.

Article II. Although so great and salutary an object does not permit that the means destined to its attainment should be limited, and although the high contracting powers have resolved to devote to this object all such resources as they can, in their respective situations, dispose of; yet they have nevertheless agreed, that every one of them shall constantly have in the field 150,000 men complete, of whom at least one-tenth shall be cavalry, with a proportionate artillery (not reckoning garrisons), and to employ them in active and united service against the common enemy.

Article III. The high contracting parties solemnly engage not to lay down their arms but in agreement with each other, nor until the object of the war assigned in the 1st article of the present Treaty shall have been attained; nor until Bonaparte shall be wholly and completely deprived of the power of exciting disturbances, and of being able to renew his attempts to obtain the chief power in France.

Article IV. As the present Treaty principally relates to the present circumstances, the engagements in the Treaty of Chaumont, and particularly that contained in the 16th article, shall again recover their full force, as soon as the present object shall be attained.

Article V. Every thing relating to the command of the allied armies, the maintenance of the same, &c. shall be regulated by a special convention.

Article VI. The high contracting parties shall have the right reciprocally to accredit with the generals, commanders of their armies, officers who shall be allowed the liberty of corresponding with their governments, in order to inform them of the military events, and of all that relates to the operations of the armies.

Article VII. As the engagements entered into by the present Treaty

Treaty have for object to maintain the general peace, the high contracting powers agree to invite all the powers of Europe to accede to them.

Article VIII. As the present Treaty is simply and solely entered into with a view to support France and every other threatened country, against the attempts of Bonaparte and his adherents, his most Christian Majesty shall be specially invited to accede thereto; and in the event of his Majesty's claiming the force specified in Article II. he shall make known what assistance his circumstances enable him to contribute towards the object of the present Treaty.

Article IX. The present Treaty shall be ratified, and the ratifications exchanged within the period of one month, or sooner if possible.

In testimony whereof the respective plenipotentiaries have signed and sealed the same.

(L. S.)	COUNT RASUMOWSKY.
(L. S.)	COUNT NESELRODE.
(L. S.)	PRINCE METTERNICH.
(L. S.)	BARON WESSENBERG.
(L. S.)	PRINCE HARDENBERG.
(L. S.)	BARON HUMBOLDT.
(L. S.)	WELLINGTON.

At Vienna, the 25th of March 1815.

XVII. TREATY

BETWEEN GREAT BRITAIN AND RUSSIA, RESPECTING THE IONIAN ISLANDS.

Article I. The islands of Corfu, Cephalonia, Zante, Maura, Ithaca, Cerigo, and Paxo, with their dependencies, such as they are described in the Treaty between his Majesty the Emperor of all the Russias and the Ottoman Porte, of the 21st March 1800, shall form a single, free, and independent state, under the denomination of the United States of the Ionian Islands.

Article II. This state shall be placed under the immediate and exclusive protection of his Majesty the King of the United Kingdom of Great Britain and Ireland, and his heirs and successors. The other contracting powers do consequently renounce every right or particular pretension which they might have formed in respect to them, and formally guarantee all the dispositions of the present Treaty.

Article III. The United States of the Ionian Islands shall, with the approbation of the protecting power, regulate their internal organization; and in order to give all the parts of this organization the necessary consistency and action, his Britannic Majesty will employ a particular solicitude with regard to the legislation and the general administration of these states. His Majesty will therefore appoint a lord high commissioner to reside there, invested with all the necessary power and authority for this purpose.

Article IV. In order to carry into execution, without delay, the stipulations mentioned in the articles preceding, and to ground the political re-organization which is actually in force, the lord high commissioner of the protecting power shall regulate the forms of convocation of a legislative assembly, of which he shall direct the proceedings, in order to draw up a new constitutional charter for the states, which his Majesty the King of the United Kingdom of Great Britain and Ireland shall be requested to ratify.

Until

Until such constitutional charter shall have been so drawn up, and duly ratified, the existing constitutions shall remain in force in the different islands, and no alterations shall be made in them, except by his Britannic Majesty in Council.

Article V. In order to ensure, without restriction, to the inhabitants of the United States of the Ionian Islands, the advantages resulting from the high protection under which these states are placed, as well as for the exercise of the rights inherent in the said protection, his Britannic Majesty shall have the right to occupy the fortresses and places of those states, and to maintain garrisons in the same. The military force of the said United States shall also be under the orders of the commander-in-chief of the troops of his Britannic Majesty.

Article VI. His Britannic Majesty consents, that a particular convention with the government of the said United States shall regulate, according to the revenues of these states, every thing which may relate to the maintenance of the fortresses already existing, as well as to the subsistence and payment of the British garrisons, and to the number of men of which they shall be composed in time of peace.

The same convention shall likewise fix the relations which are to exist between the said armed force and the Ionian government.

Article VII. The trading flag of the United States of the Ionian Islands shall be acknowledged by all the contracting parties as the flag of a free and independent state. It shall carry with the colours, and above the armorial bearings thereon displayed, before the year 1807, such other as his Britannic Majesty may think proper to grant, as a mark of the protection under which the said Ionian states are placed; and for the more effectual furtherance of this protection, all the ports and harbours of the said states are hereby declared to be, with respect to honorary and military rights, within British jurisdiction. The commerce between the United Ionian States and the dominions of his Imperial and Royal Apostolic Majesty, shall enjoy the same advantages and facilities as that of Great Britain with the said United States. None but commercial agents, or consuls, charged solely with the carrying on commercial relations, and subject to the regulations to which commercial agents or consuls are subject in other independent states, shall be accredited to the United States of the Ionian Islands.

Article VIII. All the powers which signed the Treaty of Paris of the 30th May 1814, and the act of Congress of Vienna of the 9th of June 1815, and also his Majesty the King of the Two Sicilies, and the Ottoman Porte, shall be invited to accede to the present convention.

Article IX. The present act shall be ratified, and the ratification shall be exchanged in two months, or sooner if possible. In witness whereof the respective plenipotentiaries have signed it, and have affixed thereunto the seals of their arms.

Done at Paris, the 5th November 1815.

(L. S.) CASTLEREAGH.

(L. S.) WELLINGTON.

(L. S.) LE PRINCE DE RASOUMOFFSKY.

(L. S.) LE COMPTE CAPO D'ISTRIA.

Note.—Similar Treaties were signed on the same day by the Plenipotentiaries of his Majesty, with those of the Emperor of Austria and the King of Prussia, respectively.

ADDENDA.

ADDENDA.

1804, October 5.—The *Indefatigable*, 44, G. Moore; *Medusa*, 32, J. Gore; *Amphion*, 32, S. Sutton; and *Lively*, 38, G. E. Hamond, cruising off Cape St. Mary, fell in with a squadron of four Spanish frigates, commanded by a rear-admiral, from Monte Video, bound to Cadiz, with treasure, which they were sent to intercept. The Spanish squadron was discovered to the westward, in the morning, and chase was immediately given: on approaching them, they formed a line of battle a-head, and continued steering on for Cadiz, the van ship carrying a broad pendant, and the ship next to her the rear-admiral's flag. The British squadron took their position on the weather beam of the Spaniards; the *Medusa* being opposed to the commodore, and the *Indefatigable* to the rear-admiral. After hailing, a shot was fired across the rear-admiral's fore foot, on which he shortened sail, and Lieut. Ascott, of the *Indefatigable*, was sent to inform him, that the British squadron were sent to detain his squadron, and requested him to surrender to prevent bloodshed. A second shot was fired a-head of him; the boat returned with an unsatisfactory answer: a third shot was fired a-head of the rear-admiral, and the *Indefatigable* bore close down on his weather bow. The rear ship at that moment fired into the *Amphion*, and the admiral fired into the *Indefatigable*: Capt. Moore immediately made the signal for close battle, which was instantly commenced with alacrity and vigour. In less than ten minutes *La Mercedes*, the rear ship, blew up alongside the *Amphion* with a tremendous explosion. In less than half an hour the admiral's ship struck, as did the opponent of the *Lively*. The Spanish commodore was making off, and had the heels of the *Medusa*; but the *Lively* joined in the chase by signal, and long before sun-set captured the only remaining ship. This squadron was commanded by Don Joseph Bustamente, knight of the Order of St. James, and a rear-admiral; it consisted of *La Médée*, of 42 guns and 300 men; *La Fama*, of 36 guns and 280 men; *La Clara*, of 36 guns and 300 men; and *La Mercedes*, of 36 guns and 280 men, of whom 240 perished in the explosion. Their cargoes consisted of 2,866,850 silver dollars, 1,119,656 gold dollars, and 150,011 ingots of gold, reduced into dollars, besides ratinix, pigs of copper, bars of tin, chests and sacks of cascarilla, and Vicunna wool. The cargoes of the three captured, netted very little short of a million sterling, the whole of which were condemned as droits of the crown. See MEDITERRANEAN STATION, page 296.

THE END.

